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Hongkong, 21st February, 1907.

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P.O. Box, 384, Telephone No. 12

## BIRTHS.

On the 1st instant, at "Woodlands," Castle Road, the wife of Mr. A. E. de Silva, of a son, Shanghai and Japan papers please copy. [417]

On March 2nd, at Eredine West, The Peak, the wife of Edward F. Mackay, of a daughter, [418]

## DEATHS.

On February 28th, at Nowhere, Puntland, India, (the result of a slight operation) Cecil, Governor of the Indian Army, 54th Sikhs Frontier Force, late Royal Marine Lt. Col. and formerly serving in H.M.S. *Cress* on the China Station, fourth son of the late Col. F. V. G. Bird, M.C., aged 26 years. [419]

HONGKONG OFFICE: 10A, DES VUEZ ROAD, CL LONDON OFFICE: 131, FLEET STREET, E.C.

**The Daily Press.**

HONGKONG, MARCH 4TH, 1907.

Nearly two years ago the world was astonished by the explosion and sinking of the Japanese battleship *Mikasa*. The great war had been finished, and peace declared; and the ship, which was Admiral Togo's flagship, had borne all the burden of the fight, had returned for retirement to Sasebo. The Admiral had gone up to Tokyo to pay his respects to his Emperor, and the greater part of the crew had either been discharged or were on shore on leave, when, without a moment's warning, the big ship, the finest and newest of the entire Japanese navy, which had only arrived from England to take her part in the outbreak of the war, burst into flames; and the flames mysteriously communicating with the magazine, the entire ship blew up, and instantaneously disappeared beneath the water. Most of those on board, consisting of a portion of her crew, and of some who had been hastily summoned from the other ships in harbour to assist in extinguishing the flames, were either blown to pieces in the explosion, or carried down with the ship, so that no direct evidence was available as to what had really occurred on board. The nation at large

had been dissatisfied with the terms of the peace arrived at by the Government, and this dissatisfaction had in Tokyo broken out into mob riots, and there were not wanting those who attributed the explosion to the wilful act of some discontents on board the ship herself, who thus sought to take revenge for a supposed slight on the victorious navy which had so recently covered itself with glory at the battle of Tsushima.

Under the circumstances it was clearly to the advantage of Japan to court the fullest enquiry into the circumstances, and to afford the fullest information in its power as to what actually happened. During the war the world had seen with unimpaired admiration the unanimity of purpose which had actuated the entire nation; and had enabled it to throw an impenetrable veil of secrecy over all the movements of the army and navy at home or at the actual seat of war equally. This capacity for concealment, fully understood, as it was, by every individual in the empire, was a valuable help in the conduct of the war, and was undoubtedly one of the chief causes of success in the last great battles about Mukden; but its necessity had passed, and, to put Japan at rights with the world at large, it would have been more consonant with the interests of the nation in the case of the explosion to have courted the fullest investigation. This, unfortunately for the honour of Japan, was not done, but every attempt, as in the other case of operations in the field, was made to throw a veil of mystery over the entire affair. We at the time in commenting on the catastrophe pointed out its inadvisability, and showed how the silence was giving the enemies of Japan a handle which they would certainly make the most of. The result was, as we at the time foresaw, the story of a mutiny, on board came to be generally credited, and Japan and the Japanese navy were lowered considerably in the estimation of the world. At the time too we suggested that the real cause of the explosion was spontaneous. The British Government had been largely experimenting with explosives; it had found that in these high explosives there was always a tendency towards instability, and that in these picric acid compounds the higher the explosive the greater became the tendency to instability of the compound. Under the circumstances the British authorities had arrived at a compromise, and accepted a compound which although not giving the missiles the greatest velocity practicable, was yet under all conditions of service the safest. Not content with these results the Japanese, conceiving they had discovered a method of reducing the risk of explosion, introduced into its service a higher class of explosive. It was possibly correct in its conclusions: its higher explosive did undeniably tend towards the successful issue of the war, and as long as the war lasted no evil results occurred, so far as any outside knowledge at least, goes. The large stock on board the *Mikasa* was possibly inadvertently left on board; and it was the spontaneous combustion of this that we suggested was the cause of the explosion.

Experts hesitated to give a final opinion pending the raising and thorough examination of the interior of the ship, but the damage proved so much more intense than was at first estimated that it was only the other day that the big ship was refloated. A complete examination, though of course a judgment cannot under the circumstances be considered infallible, goes to show that the theory of spontaneous combustion is most consonant with the conditions; and it may be now considered that the heavy weight of suspicion that for a time hung on the honour of the Japanese navy may be looked upon as once for all dissipated. This is doubtless satisfactory to Japan as a nation, and more especially to Admiral Togo as a commander; and we may congratulate him on the removal of this last slur on his reputation. But the incident seems possibly to throw light on another historic explosion, the effects of which have since seriously affected the balance of power throughout the world. Under not altogether dissimilar conditions the American warship *Maine* blew up when quietly at anchor in the harbour of Havana. The cause was equally mysterious, but so much was not then known of the ordinary behaviour of these high explosives. The evidence—what little there was—seemed to point to treachery somewhere, and it was a moot point whether it occurred amongst the crew of the warship, or was a deliberate outrage on the part of someone connected, or in sympathy, with the Spanish Government whose relations with the United States were con-

siderably strained. Public feeling ran high on both sides, and so far did it go in the States themselves, that, however reluctantly, the Government at Washington was compelled to declare war. The consequence was, of course, the loss of Spain's colonial possessions, and the establishment in the Pacific of the United States as a colonial Power. Now that the verdict has been given in the case of the *Mikasa* of accidental explosion, public opinion has gone back to the similar explosion on board the *Maine*. Was it not possible that the aspersions cast on both sides in the heat of argument were both equally unfounded? That past is gone beyond recall, but it would tend to removal of many sorenesses, could the unfortunate explosion be shown to have arisen from circumstances beyond the control of either.

The Russian cruiser *Askold* arrived here on Saturday from Vladivostok.

Mr. Nathaniel Roe, of New York, has succeeded in sailing at a speed of seventy-seven miles an hour in his ice yacht on the St. Lawrence River, in the United States.

A would-be suicide at Newbiggin had his life saved by the severe weather. He cut his throat, but the intense frost congealed the blood, and prevented him from bleeding to death.

It is notified in the *Gazette* that Frederick Ogden Amy, third class inspector in the Sanitary Department, has been suspended from the exercise of his office for corrupt practices, with effect from the 24th ult., pending the decision of the Secretary of State for the Colonies regarding his dismissal from the Government service.

Poonchow has been cleared with many enjoyable dances this season, each a brilliant success in its own way, but one of the happiest was that given by the Bachelors on February 2nd at the Club. The building was decorated throughout, and lit with pretty lanterns, and warmed with stoves. Messrs. Nathan, Abel, Martzakovitch, and Ferguson are especially praised by the *Echo* as hosts.

A bankrupt, describing how he came to need the protection of the court—a Colonial bankruptcy court—said: "I had to hypothesize my chronometer." Judge: "You did what?" "Hypothesized my chronometer." "Do you mean that you gave it as security for a loan?" "I do." "Why not say so? Who advanced the money?" "A money-lender." "One with three balls over his door?" "Yes." "Then if I were you I would say, 'I pawned my watch.'"

The Thaw trial at New York seems to have caused many sensations, but as usual there were many newspaper inventions and contradictions. Some papers commented on the levity in court of a theatrical friend of Mrs. Thaw. It is stated that Mrs. Harry Thaw will be called by Mr. Jerome, the District Attorney, as the first witness against her husband. She will be asked to explain the meaning of her exclamation after the tragedy: "Oh, Harry, I did not think you would do it that way!"

A dispatch from Peking states that H. E. Tang Shao-yi, Senior Vice-President of the Ministry of Posts and Communications, will leave the capital in a few days for Canton. It seems that Viceroy Chou Fu has reported to the Throne that he is unable to straighten out the affairs of the Canton-Hankow Railway satisfactorily, and that the only one who can do so is His Excellency Tang Shao-yi. Permission has, therefore, been given by the Emperor to His Excellency to make a short trip South to settle matters.

The Russian Government, desirous of showing its readiness to carry out the obligations assumed by the Treaty of Portsmouth, and, above all, anxious to re-establish in the interests of the other Powers a normal state of affairs in the Far East, gave orders for the immediate evacuation of Northern Manchuria, although the period in which evacuation is to take place does not expire until April 15. This step, taken *motu proprio*, affords additional evidence of Russia's entire goodwill in matters concerning the Far East, and augurs well for the re-establishment of thoroughly friendly relations between her and Japan.

The *Gazette* announces that the appointment of Mr. Basil Taylor, Commander, R.N. (retired), as harbour master, marine magistrate, emigration and customs officer, registrar of shipping, superintendent of gunpowder depot, collector of light dues, and superintendent of imports and exports in this Colony, takes effect from the 1st instant. It is also announced that H. E. the Governor has been pleased, in accordance with instructions from the Right Hon. the Secretary of State for the Colonies, to appoint Lieut. C. W. Beckwith, R.N., to be assistant harbour master, with effect from the 1st instant.

Before Mr. C. D. Melbourne at the Magistracy on Saturday Charles Humphrey Kane, shipping clerk, and Hon. Kwai, tallyman in the employ of the British American Tobacco Company, were charged with the theft of tobacco and cigarettes to the value of \$2,825, from the Company, when shopkeeper named Li Tat Chai and his assistant, Li Cheung, were charged with receiving the goods knowing them to have been stolen. Mr. M. J. D. Stephens appeared for the prosecution, and Mr. P. W. Goldring acted for the two last named defendants. The case was remanded till Tuesday, the first named being refused bail but the latter allowed bail of \$2,500 each.

The stone wharf opposite Observation Place Praya East, is by a regulation made by the Governor-in-Council, declared to be a public wharf and is to be known by the name of Observation Street Wharf.

A young Chinawoman was found dead on Friday on the hillside at Ma-tau-wai, Hungshui, under circumstances which pointed to suicide. She had apparently fastened one end of the rope to the branch of a tree and standing on a stool, she knotted the other under her chin. Then she kicked the stool from under, and was strangled. She was discovered by a looking who cut down the body and had it removed to the mortuary. It is suspected that the woman ended her life because of domestic trouble.

St. Paul's is to have another Cross. The only one now known to the majority of Londoners is that which shines resplendent over the dome. Three hundred years ago, however, Paul's Cross was a feature of the Cathedral, and for centuries had been, as the *Telegraph* puts it, as well known to Londoners as the Nelson Column is to our own generation. It stood at the north-east corner of St. Paul's, and was "a graceful structure of stone, octagonal in form, surmounted by a shapely lead-covered roof, from which rose an ornamental cross. 'The pulpit' which it included was used in those days for outdoor preaching. Around the Cross, or on the spot which it occupied, the Folk-mote of the City of London used to meet. Papal Bulls were read from the pulpit before the Reformation. Royal proclamations were made known there. Heretical books were burnt at the side, while from his position above the preacher denounced their authors. But the associations of Paul's Cross are so numerous that they can hardly fail to recur to the memory of a man fairly well read in English history and literature. The late Mr. H. C. Richards left £5,000 for the erection of a new cross, and the Dean and Chapter will have the opportunity not only of commemorating a spot so famous in English annals but of reviving the open-air service. We presume they will see the pulpit is not forgotten.

## DISTINGUISHED VISITORS.

On Saturday the American steam yacht *Margaria* (flying the colours of the N.Y.Y.C.) arrived here from Singapore with the Duke and Duchess of Manchester on board as guests of the owner, Mr. J. H. Smith and Mrs. Smith. The party are on a pleasure cruise, and spent a considerable time at Bombay, afterwards calling at Singapore. They will remain here for a few days.

The Duke of Manchester, who is 31 years of age, married an American lady, the daughter of Mr. Eugene Zimmerman. The Duke, who owns about 70,000 acres in various parts of the British Isles, is very fond of outdoor recreations, especially hunting and shooting.

The *Margaria*, which is commanded by Captain J. A. Cushing, is a comfortable cruising yacht. Built at Greenock by Messrs Scott and Coy in 1907, her length is 309 feet, her beam 36 ft. 6 in. and her draught 17 ft. 9 in. Her registered tonnage is 721 tons, and she is capable of a speed of 18 knots.

## BANDMANN COMEDY CO.

## THE SILVER KING.

The Bandmann Comedy Company added another laurel to their crown of success on Saturday night when the sensational play "The Silver King" was staged before a crowded audience. Seldom has the Theatre Royal been so crowded as it was on Saturday night; every available seat was occupied and some had to be content with standing accommodation. "The Silver King" was first performed in Hongkong many years ago by the Dallas-McGregor Company, and proved an immense attraction. This partly accounted for the abnormally large attendance on Saturday. As played by the Bandmann Company the piece was none the less successful. The audience was constantly moved with emotion and some probably to tears in the pathetic parts, and they were also kept very gay when a piece assumed its lighter aspects. In a play where success depends on the efforts of all the characters it is perhaps invidious to single out any individual part for special praise; it is sufficient to say that every one did his or her part very well and helped to the success of the piece, and the Bandmann Company have every reason to be proud of their achievements. To-night the company will stage Wilson Barrett's "Sign of the Cross," an old Hongkong favourite.

## LATEST STEAMER MOVEMENTS.

The P. & O. str. *Malta* left Singapore for this port on the 2nd inst. at 1 p.m., with the outward English Mails, and is due here on the 7th inst. at 6 p.m.  
The T. E. str. *Lyra* sailed from Seattle on the 27th Feb.  
The C.N. Co. str. *Tsiman* left Kueibintzu on the 2nd inst., and may be expected here on 5th inst. p.m.  
The C.N. Co. str. *Changha* left Sydney for Hongkong via usual ports of call on 28th ult., and may be expected here on 28th inst.  
The N.Y.K. str. *Ichio* left Singapore for this port Mar. 1st, and may be expected here on or about the 9th instant.  
The str. *Living* from Calcutta and the Straits left Singapore for this port on the 1st March at 10 a.m.  
The N.Y.K. str. *Tango Maru* (American Line) left Kobe via Meiji and Shanghai for this port on the 1st March, and is expected to arrive here on the 10th inst.  
The N.Y.K. str. *Totomi Maru* (Bombay Line) left Bombay via Colombo and Singapore for this port on the 1st March, and is expected to arrive here on the 20th inst.  
The N.Y.K. str. *Sado Maru* (European Line) left Shanghai for this port on the 1st March, and is expected to arrive here on the 4th inst.  
The N.Y.K. str. *Sanki Maru* (European Line) left Singapore for this port on the 1st inst., and is expected to arrive here on the 7th inst.

## TELEGRAMS.

[REUTERS SERVICE.]

## DIPLOMATIC APPOINTMENTS.

LONDON, 3rd March.

Mr. Stephen Leech, Secretary of Legation at Christiania, succeeds the Hon. L. D. Carnegie at Peking. The latter has been appointed Councillor at Vienna.

## OBITUARY.

LONDON, 3rd March.

Lady Ripon, Sir Henry Hozier, Sir Francis Plunkett, Rosina Braman, and Sir August Manns are dead.

[Lady Ripon was the wife of the 1st Marquis of Ripon. Colonel Sir Henry Montagu Hozier, K.C.B., was late Secretary of Lloyd's. The Right Hon. Sir Francis Plunkett, G.C.B., was born in 1835. He was the youngest son of the ninth Earl of Fingall. He had a long record of diplomatic service. Rosina Braman was the principal contralto in the Savoy Theatre and created principal contralto parts in the Gilbert and Sullivan operas since *Iolanthe*. Sir August Manns was the musical director of the Crystal Palace since 1855 and was the founder of the Saturday Concerts there. He was born in Silesburg, Pomerania, Germany, in 1835.]

## DISESTABLISHMENT OF THE CHURCH OF ENGLAND.

LONDON, February 28th.

The House of Commons has adopted a resolution, by 198 to 90, expressing the desirability of disestablishing and disendowing the Church of England. Mr. Birrell said that personally he believed the Church, freed from the trammels of State, would be restored to its position of spiritual authority, but the Government did not intend to assume the responsibility of the resolution; their hands were already full.

## THE ARMY ESTIMATES.

LONDON, February 28th.

The discussion on the army estimates centered on Mr. Haldane's proposals, the details of which are criticised, but are generally well received.

## ANGLO-RUSSIAN RELATIONS.

LONDON, February 28th.

Reuter's Agency learns, that while it is premature to indicate the definite lines of any Anglo-Russian agreement, the negotiations are making satisfactory progress; of which one tangible result is the joint offer of a loan to Persia. The non-acceptance of the loan does not affect the attitude of the two Powers one to the other. The progress of the Anglo-Russian negotiations naturally creates an atmosphere of conciliation, which extends to the Russo-Japanese negotiations.

## JAPANESE LOANS.

LONDON, March 1st.

It is expected that a 5 per cent. Japanese loan, for the conversion of the two 6 per cent. loans will be issued about 15th inst. at 99.

## DIPLOMATIC APPOINTMENTS.

LONDON, March 1st.

The Hon. L. D. Carnegie, Councillor at the Legation at Peking, has been appointed Councillor at Vienna. Mr. Leach, the Secretary of Legation at Christiania, replaces the Hon. L. D. Carnegie.

## THE UNITED STATES.

LONDON, March 1st.

The House of Representatives at Washington has struck out the clauses in the Ship Subsidy Bill providing for a fast mail service from San Francisco to Hawaii, Japan, China and the Philippines, and also the lines from San Francisco to Australia, Puget Sound, China and the Philippines.

## THE NAVAL ESTIMATES.

LONDON, March 1st.

The Naval Estimates show a reduction of £1,427,001 and 1,000 men. New construction will cost £8,100,000, as compared with £9,235,000 for 1906-1907, and includes two, or failing the naval powers reaching an understanding at the Hague Conference, three improved, and slightly larger *Dreadnoughts*. One fast unarmoured cruiser, five ocean-going destroyers, twelve torpedo-boats and twelve submarines.

Under the caption "Ten Minutes' Disastrous Rain," a London contemporary gave the usual exaggerated account of the squall of Jan. 28th. The heading would better have read "Two Minutes' Disastrous Wind." The new familiar phrase—"the harbour is littered with wreckage"—received its customary prominence.

## HONGKONG SHIPPING.

The Shipping and Trade Returns of Hongkong for the year 1906 are published in the *Gazette*. Their distinguishing feature is that instead of the usual increases being reported in the totals of ships and tonnages, decreases are shown. During the year under review the number of ships entered and cleared with their respective tonnages were:—

	No. of Registered Ships.	Tonnage.
British Ocean-going	3,537	7,189,171
Foreign Ocean-going	4,287	7,003,493
British River Steamers	6,464	4,812,501
Foreign River Steamers	1,071	687,917
Total	15,359	19,703,084
Steam-ships under 60 tons, Foreign Trade	873	40,282
Junks, Foreign Trade	28,153	2,619,411
Total Foreign Trade	44,556	22,453,977
Steam-launches, Local Trade	333,560	8,251,536
Junks, Local Trade	51,616	2,044,655
Total Local Trade	385,176	10,296,191

Grand Total ..... 429,736 32,747,268  
\* Not including Star Ferry launches.  
In 1905 the figures were:—

	No. of Registered Ships.	Tonnage.
British Ocean-going	3,895	7,672,324
Foreign Ocean-going	3,846	5,826,785
British River Steamers	7,499	5,554,022
Foreign River Steamers	975	659,597
Ships under 60 tons (Foreign Trade)	1,800	71,448
Junks in Foreign Trade	33,475	2,875,440
Total	31,578	22,653,616
Steam launches plying in the Colony	337,139	9,169,912
Junks in Local Trade	63,267	2,392,163

	No. of Registered Ships.	Tonnage.
British Ocean-going	268	482,853
British River-steamers	1,024	711,521
Steam-ships under 60 tons (Foreign Trade)	922	31,166
Junks in Foreign Trade	5,322	259,029
Steam-launches plying in the Colony	4,333	917,776
Junks in Local Trade	11,661	319,508

While British ocean-going ships have decreased from 3,895 in 1905 to 3,537 last year, foreign ocean-going ships have in the same time increased from 3,846 to 4,287. British river steamers also show a falling off, from 7,499 to 6,464, and foreign river steamers have advanced from 975 to 1,071. While junks in foreign trade reveal the very large diminution of 5,322, with a corresponding decrease of 256,029 tons, those in the local trade report the much greater decrease of 11,651, with a corresponding decline in tonnage of 319,508. Probably the disastrous typhoon of last September accounts in part for these decreases.

Under the heading of imports a net increase of 57,795 tons is shown, though the number of vessels was 369 less. The largest advance is in sugar, which was 170,391 more in 1906 than in 1905. Under the heading of general an increase of 58,742 is noted, and next in order are rice with 58,102, and cotton with 51,127. Cotton yarn and cotton 4,922, liquid fuel 5,000, and beans 1,247. The biggest decrease is in coal (112,822), the next being kerosene in bulk (45,589), timber (14,082), and hemp (3,423).

Exports showed a net increase during the year of 28,851, despite the 415 less vessels.

The figures for the river trade were:—

Year	Imports.	Exports.
1905	2,814,251	2,873,723
1906	2,848,890	2,861,272

The number, tonnage, and cargo carried by ships of different nationalities, during the year 1906, are as under:—

Nationality.	No. of Registered ships.	tonnage.	Imports.	Exports.
British	3,697	7,189,471	1,893,234	1,682,842
Austrian	54	201,868	37,700	22,882
Cororan	39	61,596	49,614	100
Chinese	405	501,584	41,890	74,899
Danish	35	81,323	5,734	10,275
Dutch	125	259,136	93,023	49,790
French	435	646,518	10,129	84,275
German	1,082	2,674,180	10,777	80,885
Italian	25	60,578	4,071	11,500
Japanese	591	1,275,640	294,770	182,400
Norwegian	552	571,872	294,622	60,817
Portuguese	143	26,470	5,393	6,497
Russian	25	60,953	150	1,249
Swedish	53	48,611	23,607	6,704
United States	119	613,115	41,493	56,194
No Flag	5	1,052	—	—
Total foreign	4,287	7,003,493	1,851,053	817,432
Total	7,984	14,292,966	3,744,287	1,940,274

	TOTAL.			
Nationality.	No. of Register	ships.	tonnage.	Imports. Exports.
British	10,161	12,031,972	2,115,490	1,205,325
Austrian	54	201,868	37,740	22,882
Cororan	39	61,596	49,614	100
Chinese	622	648,507	61,190	88,137
Danish	35	81,323	5,734	10,275
Dutch	125	259,136	93,023	49,790
French	966	1,181,049	123,655	85,112
German	1,751	2,719,372	824,487	814,428
Italian	25	60,578	4,071	11,500
Japanese	600	1,270,354	294,770	183,256
Norwegian	552	571,872	294,622	60,817
Portuguese	156	66,846	23,607	6,497
Russian	25	60,953	150	1,249
Swedish	53	48,611	23,611	6,704
United States	119	613,115	41,493	56,149
No Flag	5	1,052		
Total Flag	5,358	7,901,412	1,913,887	897,645
Total	15,519	19,938,384	4,026,177	2,103,325



## GREEN ISLAND CEMENT CO. LD.

The ordinary general meeting of shareholders in the Green Island Cement Co. Ltd. was held at the Company's Office, Messrs. Shewan, Tomes and Co., on Saturday morning. Mr. R. Shewan presided and there were also present Sir Paul Chater, Hon. Mr. W. J. Gresson and Dr. Noble (consulting committee). Mr. R. Henderson (secretary), and Messrs. R. Henderson, F. Ellis, A. H. M. da Silva and Captain Clarke.

The SECRETARY having read the notice convening the meeting, the CHAIRMAN said:—Gentlemen,—The report and accounts for 1906 were laid before you on 13th February, and as I presume you are all quite familiar with their contents, I will not read them now, unless you desire me to do so. Our working account shows a slightly higher profit, but the amount for division is less owing principally to the fact that 1905 commenced with a balance at credit of profit and loss of some \$95,000, brought forward from 1904, while 1906 began with only \$32,000. The final result, however, is that we are able to pay \$368,500 in dividends this year as against a total dividend and bonus last year of \$375,900, not a very great difference. As ample provision has been made for depreciation we only propose to place a nominal sum to Reserve Fund which being invested in our business is really additional capital, and not actual funds kept in reserve as it should be.

The result of the year's work is, I trust, satisfactory to shareholders, but it would undoubtedly have been worse owing to the course of exchange which enabled cement makers at home to offer their brands out here at lower silver prices, prices which we, of course, were forced to accept or lose the business; had it not been for our increased output which offset this reduction in prices. In other words, we did a larger business to make up for lower prices. As for the future, although I do not care to indulge in prophecy, I can say that this year has begun well, and that our present prospects are very good if exchange does not hit us any harder. The consumption of cement as every engineer will tell you, is increasing, and will increase. The use of reinforced concrete is growing rapidly all over the world, and should be especially in favour out here where our buildings are so subject to the attacks of white ants, dry rot, etc. The rotary kilns which we added last year took longer than we anticipated to get into thorough working order, but they are causing little trouble now and their output is giving us the greatest satisfaction; in fact they have produced so much more than was anticipated that to enable the grinding plant to keep up with them we had to order additional mills. These with the New Boiler Extension and New Saw Mill Building principally account for the expenditure of \$186,000 at Hok On where, as I told you last year, we did not expect to spend more money. Another fact has been spent at Macao, but it has been well spent on economies from which we are making an excellent saving in working expenses. As you are all aware, a cement plant which was intended for erection in Manchuria, but which had been landed here during the war, was offered for sale at auction in June last, and as it was for obvious reasons desirable that this plant, which, however, was far from complete, should not get into other hands, we decided to acquire it for this company. It is now in course of erection, and will, when completed, add two more rotaries. We shall not, of course, commence running this plant until circumstances require it, but if the consumption of cement continues to grow, as it has done in the last year or two, it should not be standing idle long, and in the meantime the loss of interest is not very serious. This, with the expenditure I have mentioned at Hok On and Macao and \$47,000 at Deep Water Bay, where we have added a large pipe machine, accounts for nearly \$600,000. In addition to this we had on 31st December \$136,000 more than last year owing by sundry debtors, \$50,000 spent on launches and lighters, mostly for cost of two new lighters and about \$34,000 more in stocks of cement, and raw material on hand equal to \$426,000, making a total expenditure of over \$1,000,000. Our stock of cement is large, but not too large for our purposes, as now cement takes a long time to mature, and thus we are compelled to carry large quantities in stock. We cannot, as you quite understand, afford to allow green cement to go out of the factory. In this way the \$500,000 we received from you for new capital and the increase of nearly six lacs in the overdraft at the bank is accounted for. The payment of the dividend will increase the latter by \$250,000, and this brings me to the old question of more funds, for we cannot go on doing a bigger and a bigger business without more and more capital, and we cannot always depend on borrowing money from our bankers. We require roughly \$1,100,000, to make us comfortable, and to get this we propose to issue 200,000 shares to shareholders, one new for one old, calling up on each \$5.50 in one payment in July next, and to raise these shares to \$10, paid up, we propose creating a call of \$4.50 on them up, which will absorb \$900,000 out of the reserve fund, which will then be reduced to \$110,000. I hope I have made it clear to you that this proposal means that shareholders will only be asked to provide \$5.50 per share in cash, the \$4.50 being given them from the reserve fund, and I trust that this plan which, of course, will be brought before shareholders in the usual way at an extraordinary meeting later on will commend itself to you. This could raise the capital from \$400,000, but I must again remind those who think that another similar factory could be started at once and run for the same capital, that this does not by any means represent all that was, I will not say lost, but consumed at the

outlet in making experiments and gaining experience and all of which was written off on blue when the company at last began to get on its legs. It is an experience which every new factory must expect to encounter, and which it will have to take into account and to pay for out of capital, and had we not dealt with it in the beginning, our own capital would have been very much larger to-day. I would also suggest that the fee for the consulting committee which has stood at the low figure of \$1,500 since the beginning should now be raised to a figure more commensurate with the increased business we are doing, say to \$1,000 per annum. I think I have now laid as full a statement of what we have been doing during the past year as I can, without going too deeply into details, but I shall be glad to amplify it if any shareholder is not clear on any point. I must add before I sit down that the erection and construction of so much new plant and machinery has thrust a great deal of extra work on Mr. Udall, the manager, and Mr. Hewitt, the engineer in charge at Hok On, and that we feel much indebted to them for the cheerfulness with which they have given up their spare time and the readiness of resource with which they have met all difficulties inseparable to new work with unskilled labour, in all of which they have been well supported by the manager at Macao, Mr. Hoyas, and the staffs at both places.

No questions being asked, the CHAIRMAN proposed the adoption of the report and accounts as presented.

The motion was seconded by Dr. Noble and carried unanimously. Mr. HANCOCK proposed the re-election of Sir Paul Chater, the Hon. Mr. W. J. Gresson and Dr. Noble to the directorate. Mr. Ellis seconded, and the proposition was agreed to. Captain Clarke proposed, and Hon. Mr. Gresson seconded, that Messrs. W. H. Potts and A. O'D. Gourdine be re-appointed auditors. Carried.

## CHINA &amp; MANILA STEAMSHIP COMPANY LIMITED.

The report for presentation to the shareholders at the twenty-fourth ordinary general meeting to be held at the office of the general managers on Wednesday March 13th at 11 o'clock a.m., reads:—

Annexed we beg to submit to shareholders the annual statement of Accounts for the year ending 31st December 1906.

The profit is \$27,365.57, which it is proposed to appropriate as follows, viz:—

To place to reserve fund \$1,000.00

To pay a dividend of \$1 per share 26,000.00

To carry forward to the credit of next year's account 365.57

The S. S. "Rabi" a "Zafro" ran regularly and very satisfactorily throughout the year, but both passengers and cargo were much scarcer than before. Our gross income shows a very heavy falling off and it has only been by exercising the strictest economy and cutting down expenses that we are able to show a surplus.

Consulting Committee.—Mr. D. E. Brown resigned on leaving the Colony, and Dr. J. W. Noble was invited to take his place on the Consulting Committee. In accordance with the Articles of Association Messrs. N. A. Sieb, H. P. White, A. V. Apot and Dr. J. W. Noble retire, but offer themselves for re-election.

Auditors.—The Accounts have been audited by Messrs. W. H. Potts and A. O'D. Gourdine, the latter having been asked to fill the vacancy caused by the death of Mr. T. Arnold. Messrs. W. H. Potts and A. O'D. Gourdine are recommended for re-election.

SHAW, TOMES & CO. General Managers.

## PROFIT AND LOSS ACCOUNT.

Statement of Accounts for the year 1906.

Consulting Committee's fee 2,250.00

Auditors' fees 400.00

Interest on bank deposits 9,815.00

Charges 608.78

Amount written off as depreciation for 1906 1,027.57

Balance 17,365.57

\$21,546.75

Balance brought forward from 1905 6,502.45

Exchange working account S.S. "Rabi" and "Zafro" 74,972.42

\$21,546.75

## BALANCE SHEET.

LIABILITIES.

Authorized capital 200,000 shares at \$5 each \$750,000.00

Issued and fully paid 650,000.00

Calls on shares forfeited now belonging to the company 100.00

Reserve fund 6,000.00

Underwriting account 23,335.04

Sundry Creditors 120,008.09

Balance of profit and loss account 37,365.57

\$875,735.50

## ASSETS.

Value of steamers "Rabi" and "Zafro" 720,000.00

Less depreciation 40,000.00 750,000.00

Value of Hongkong buoy and mooring 2,000.85

Less depreciation 120.85 1,900.00

Value of Manila buoy and mooring 6,200.44

Less depreciation 400.44 5,900.00

Value of Amoy buoy and mooring 2,258.50

Less depreciation 158.50 2,100.00

Value of stores on hand 3,738.55

Less depreciation 338.55 3,400.00

Value of 100 tons hand 4,037.50

Proportion of premium on current policies 24,804.00

Sundry Debtors 35,879.74

Outstanding freight 1906 41,300.30

Cash 2,262.93

\$875,735.50

An essential asset to business success is a substantial amount of enjoyment. Pleasure, healthy and wholesome, is the best antidote for business worries.

## LOCAL SPORT.

## CRICKET.

MARRIED V. SINGLE.  
The Boredists came off second best in Saturday's match, the single men winning by six wickets and a century of runs. Scores are:—

"SINGLE" First innings. 46  
Capt. Krikenbeck, b. Stranger-Leathes, 29  
T. E. Pearce, c. Sub, b. Stranger-Leathes, 29  
E. A. Fowler, c. Stevenson, b. Hancock, 19  
I. M. G. Taylor, not out, 26  
Extras 9

Total 250  
Bowling Analysis.  
O. M. R. W.  
R. Hancock 8.5 1 80 2  
H. E. Stanger-Leathes 14.4 1 41 2  
N. H. Rutherford 8 1 41 1  
H. Phillips 4 1 15 1  
Young 4 1 40 1

"SINGLE" Second innings. 40  
Col. Aitken, b. Stewart-Lockhart, 40  
R. Hancock, c. Clayton, b. Lewis, 40  
H. Phillips, b. Mackay, 24  
Major Chitty, b. Lewis, 19  
H. E. Stanger-Leathes, c. Clayton, b. Beattie, 12  
Major Stevenson, c. Pearce, b. Beattie, 12  
P. Edwards, run out, 5  
N. H. Rutherford, b. Lewis, 5  
Rev. Wells, not out, 3

Total 159  
Bowling Analysis.  
O. M. R. W.  
Stewart-Lockhart 10 2 42 1  
C. H. Mackay 7 2 25 1  
J. M. G. Taylor 7 1 25 1  
Major Lewis 6.1 1 19 3  
Beattie 2 1 15 2

CIVIL SERVICE V. Y.M.C.A.  
Played at Happy Valley on Saturday, this match ended in a win for the Civil Service by fifteen runs. Scores are:—

Civil Service, First innings. 5  
Lambie, b. Ko Po Shan, 5  
Dawson, b. Ko Po Shan, 6  
Jordan, b. Ko Po Shan, 20  
Combes, c. Jordan, b. Ko Po Shan, 1  
Hoggarth, b. White, b. Mow Fung, 1  
Baddock, run out, b. Grievess, 20  
Comber, b. Grievess, 2  
Gast, c. Grievess, b. Ko Po Shan, 4  
Kelly, not out, 6  
Coles, b. Grievess, 1  
Fenton, c. Wicket Keeper, b. Ko Po Shan, 1  
Extras 1

Total 59  
Bowling Analysis.  
O. M. R. W.  
Ko Po Shan 9.2 1 31 6  
E. Mow Fung 4 1 13 1  
Grievess 4 1 21 2

"Y.M.C.A." First innings. 0  
Ko Po Shan, c. Kelly, b. Jordan, 0  
A. P. Grievess, b. Lambie, 5  
J. Choe, c. Jordan, b. Lambie, 1  
Lee, c. Hoggarth, b. Lambie, 1  
L. Corrier, not out, 16  
Sik Ling, c. Hoggarth, b. Lambie, 6  
Y. M. Jones, c. b. Lambie, 0  
E. Mow Fung, c. Baddock, b. Jordan, 1  
R. Nacerene, b. Baddock, 14  
J. White, b. Baddock, 0

Total 55  
Bowling Analysis.  
O. M. R. W.  
Jordan 9 1 27 4  
Lambie 9 1 27 4  
Baddock 1 1 0 2

PANSEE C.C. V. TAIKOO C.C.  
The result of a cricket match played between the Pansee Club and the Taikoo Cricket Club at Happy Valley on Saturday, was a win for the Pansee by 4 wickets and 41 runs:—

"TAIKOO" First innings. 2  
Ritchie, c. Bejonee, b. Captain, 0  
Galloway, c. and b. Captain, 15  
Bishan, not out, 13  
Honey, played out, b. Captain, 0  
Currie, c. Mowwalla, b. Captain, 2  
C. B. Bejonee, c. and b. Captain, 0  
O'Neil, b. Captain, 0  
Extras 1

Total for 7 wickets 23  
Bowling Analysis.  
O. M. R. W.  
Captain 4.1 0 10 5  
Kanga 4 1 9 2

PANSEE, First innings. 11  
J. J. Vassani, b. Currie, 11  
N. Bejonee, b. Galloway, 4  
J. J. Kanga, b. Galloway, 4  
Batiwalla, c. and b. Galloway, 0  
D. R. Currie, b. Currie, 1  
Tamporewalla, b. Currie, 3  
C. B. Mowwalla, c. and b. Currie, 5  
M. Bejonee, c. and b. Currie, 0  
B. P. Tavara, not out, 0  
Extras 8

Total 37  
Bowling Analysis.  
O. M. R. W.  
Currie 6.4 0 10 4  
Galloway 4 1 7 4

TAIKOO, Second innings. 0  
Ritchie, b. Kanga, 0  
Galloway, c. and b. Kanga, 0  
Bishan, c. and b. Kanga, 0  
Honey, c. b. Captain, 5  
Currie, c. Tamporewalla, b. Captain, 0  
C. B. Bejonee, c. and b. Captain, 0  
O'Neil, b. Kanga, 1  
Hodkins, not out, 1  
Extras 7

Total for 8 wickets 35  
Bowling Analysis.  
O. M. R. W.  
Captain 6 1 12 4  
Kanga 6 1 12 4

PANSEE, Second innings. 36  
J. J. Vassani, b. Currie, 4  
N. Bejonee, b. Currie, 4  
P. J. Kanga, run out, 4  
C. B. Mowwalla, c. and b. Currie, 10  
M. Bejonee, c. and b. Currie, 0  
J. H. Bejonee, not out, 8  
Extras 2

Total for 6 wickets 60  
Bowling Analysis.  
O. M. R. W.  
Currie 6.4 0 10 4  
Galloway 4 1 7 4

C. B. Mowwalla, M. Bejonee, B. P. Tavara and J. D. Noria did not bat.

CHAIKONG V. R.G.A.  
This match played on Saturday at the Happy Valley resulted in a win for Chaikong by 7 wickets and 49 runs. Scores:—

R.G.A. 1  
S. M. Owen, b. Lammet, 1  
Q. M. S. Clarke, b. Pestonjee, 14  
L. Hope, c. and b. Lammet, 0  
L. Hill, c. d. Pestonjee (sub), b. Lammet, 19  
L. Lammet, b. Lammet, 8  
Sgt. Bayless, b. Pestonjee, 1  
L. Down, b. Pestonjee, 7  
Gr. Crickbank, c. Kinnaird, b. Pestonjee, 7  
Sgt. Spencer, c. Irving, b. Pestonjee, 0  
Gr. Torr, not out, 0  
Gr. Hickes, b. Pestonjee, 0  
Extras 2

Total 53  
Bowling Analysis.  
O. M. R. W.  
J. D. Kinnaird, b. L. Hill, 27  
L. E. Lammet, b. L. Hill, 0  
A. O. Brown, not out, 53  
P. Pestonjee, c. Torr, b. L. Hill, 14  
L. Irving, not out, 6  
Extras 2

Total for 3 wickets 102  
L. A. Ross, R. Ross, E. B. Cooper, C. H. Lyson, L. Rapp and A. E. Asger did not bat.

## Bowling Analysis.

O. M. R. W.  
L. Hill 11 1 45 3  
Gr. Hickes 4 1 16 1  
L. Hope 4 1 22 1  
L. Lammet 1 1 17 1

## FOOTBALL.

Y.M.C.A. V. "A" CO. MIDDLESEX REGIMENT.

These teams again met on the ground of the Hongkong Football Club at Happy Valley on Saturday when, after another brilliant game, the match ended in a draw, no goals being scored by either side. The teams will therefore have to take the field again. As large a crowd as was present at the previous contest lined the ropes on Saturday, when the players who took the field were:—

Y.M.C.A.: Hickling, McGovern and Skinn; Pierce, Barlow and Collins; Legrove, Griffiths, Wilks, Coyne and Anderson.

"G" Company: Saunders; Dautel and Sharpe; Cox, Platt and Chorg; Jennings, J. English, Miles, C. English and Mount Stephens.

The opening stages witnessed a meek middle play, which was eventually stopped by Jennings who carried the ball along the left wing, and when well up in the vicinity of the Club's goal passed over to Mount Stephens. The latter sent in a good shot which was intercepted by McGovern, who, to save, conceded a corner. This was unproductive, and the kick out saw Anderson on the ball and making a smart run up the field. Considerable pressure followed in the vicinity of the soldiers' stronghold, where an opportunity opened for Coyne, when three of the Middlesex in succession missed the ball. The Y.M.C.A. man, however, had not the requisite speed, and before he could reach the leather he was carried before his reach, but he got it again shortly afterwards, and took a flying shot, just grazing the upright. For some time play continued before the Middlesex net during which time Wilks attempted a shot, but was unsuccessful, and Legrove when a favourable chance offered shortly afterwards was ruled off-side. A corner was the upshot, which Legrove, planted nicely in goal mouth where there was a hard struggle, but no score. Then Miles got on the leather and was carrying it into Y.M.C.A. territory when he was called up for being off-side, and play was again before the soldiers' fort. Anderson put a centre well up, and Coyne took a shot but was again unsuccessful. Nothing resulted from the corner which followed, and then play was transferred, Miles taking an unsuccessful shot at goal. The stay in the territory of the civilian team was brief, and then the soldiers were again called upon to defend. Coyne secured a shot at goal, but the net was in the wrong place and the leather went behind. A little excitement followed when the soldiers broke away and bore down on the civilian citadel, Skinn just having time to concede a corner and save the situation. The corner was unproductive, and half time saw no score registered.

The Middlesex opened play in the second half, the Y.M.C.A. almost immediately assuming the aggressive. Some exciting moments followed before the soldiers' net when Coyne and Griffiths strove hard to get beyond the defence, but they had equally smart men to deal with in Dautel and Sharpe, especially the former, who always appeared to be in the right place when wanted. The play of these backs now saw the game transferred, the civilians being called on to defend. Their goal was passable, however, and play worked out to midfield and eventually crossed into Middlesex territory. A little division was caused when Griffiths, that indefatigable little forward of the Y.M.C.A. team, while watching the ball rather than the man, charged the referee, Engineer Lieutenant Forbes, much to that gentleman's surprise, and there can be no doubt from the look on the player's face that he was equally astonished when he saw his mistake and heard the laughter and cheering of the onlookers. Legrove was now showing up as a smart forward and doing excellent work on the right wing, but there was no passing the soldiers' defence. Coyne made two attempts later, and once Legrove attempted to lead in but without avail, and when the whistle sounded no score had been made.

The teams then agreed to play twenty minutes overtime to finish the game if possible, but although twenty minutes of fast play followed there was no score, and as other teams were waiting for the ground they had then to cease, but must meet another day.

## ROYAL ARTILLERY V. H.K.F.C.

This was the second match in the Shield Competition which took place on the Club ground at Happy Valley on Saturday, ending in a win for the Artillery by two goals. The teams were:—

Royal Artillery: Owen; Evans and Broughton; Wa. d. Carriac and Waters; West, Jones, Rossiter, Harbridge and Mathews.

H.K.F.C.: Franklin; A. Scott and Merrell Gray; J. Humphreys and Morley; Williams, Wishart, Turner, Miller and McAd.

The Artillery set the ball rolling working slowly but surely in the direction of the Club's stronghold, and it was not long after the beginning before Ward registered their first goal, defeating Franklin by a shot in front. The re-start saw the club still defending, and Morrell who is usually sure of his kick, missed for once, the leather passing him in the direction of the net with an R.A. forward in pursuit. Franklin saw the danger, and leaving his goal unguarded rushed out after the ball, but the danger was averted through Jones being off-side. After this the Club led the attack and made most of the running, eventually securing a corner. The kick was nicely placed and in the struggle in front Rossiter, while trying to clear, recorded the Club's first and only score. After this the civilians were called upon to defend, and although they withstood the attacks of the Artillery for some time they

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## HOCKS AND MOSELLES.

(Sole Agents for LANGENBACH & SOHNE, WORMS-on-RHINE.)

	1 doz. bottles	2 doz. 3 bottles
SPARKLING MOSELLE	\$28.00	\$28.00
Do. HOCK	15.00	15.00
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10% DISCOUNT ALLOWED UNTIL FURTHER NOTICE.

## H. PRICE &amp; CO.

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WINE AND SPIRIT MERCHANTS,

12, QUEEN'S ROAD CENTRAL.

were at last beaten by Harbridge who got through the line of defence and added another goal to the soldiers' score.  
Half-time: Royal Artillery, 2; H.K.F.C. 1 goal.

Like the first, the second half was mostly in favour of the Artillery who were doing far more attacking than defending. Shortly after play opened the right forwards of the soldiers carried the leather towards the Club's net and Jones essayed a shot, just passing over the horizontal. After the kick out play remained close to the civilian goal, and from another struggle in front Harbridge added another goal to the soldiers' score. This was the last goal of the match and although the closing of the half saw the Club pressing in the vicinity of the R.A. goal their attacks were always defeated by Evans and Broughton.  
Final: Royal Artillery, 3; H.K.F.C. 1 goal.

## YACHTING.

CORINTHIAN CLUB.  
The ninth club race was sailed yesterday over a course to May's East buoy starboard Trocass rock buoy port, and fairway buoy port. Four boats started in the handicap class, and after an uneventful race Annie finished first with Doreen second. Times:—

	H. M. S.
Annie	12 29 47
Doreen	12 36 57
Chanticleer	12 40 43
Tremora	12 41 18

In the one-design class seven boats started. Soon after crossing the line Ariel foaled Gail and gave up, and off Blackhead's Joan fouled the same yacht and retired. The boats were first round the mark, followed by Gail, but the latter overtook on the journey to the Trocass and retained the lead till the finish.

	H. M. S.
Gail	1 8 59
Theda	1 9 42
Fas (3)	

Ashore and Mota did not finish. Gail now leads with 43 points, Joan being second with 30.

## ROYAL HONGKONG YACHT CLUB.

Owing to the misfiring of the starting gun the previous Sunday the eighth club race was rescheduled yesterday in an excellent sailing breeze from the north-east. As good starts were witnessed and all the boats were abreast most of the way to the mark, Kathleen and Colleen being more towards the southern shore than Min, Sprite and Bonita. The boats converged near the mark, Colleen being the first to shoot to Trocass, but on the beat to the mark boat at the starting line Kathleen overhauled Colleen and obtained a substantial lead. The run to the north fairway buoy saw Colleen gain something on Kathleen and Sprite came up level with Colleen. Kathleen, however, went round first, Colleen second, and Sprite close behind. On the last beat to the finishing line Kathleen and Min took the Hongkong side whilst Colleen, Sprite and Bonita worked towards Yauwili. Sprite held on one tack till Yauwili was reached, but the other two took the central channel. Kathleen finished first, Colleen coming in second, Sprite third, Min fourth, and Bonita last. The Sunday previous Kathleen also won.

## BRITISH SECRETARY FOR THE EAST.

SCOTTED AUGMENTATION OF THE BRITISH CABINET.

As there is a Secretary of State for India, it is asked, Why should there not also be a Secretary of State for the Far East? The "Far East" is a term geographically somewhat vague, but we think (says the *British Trade Journal*) we could make a list of Crown Colonies and British possessions in that part of the world whose interests just now would require the special attention which a Secretary of State alone could give. In spite of this, however, we do not believe that the Imperial Government will consider the suggestion. If the Far East is to have a Secret of State, there should be another for the Colonies of the West Indies and another for the Crown Colonies which lie scattered between East and West. All their interests are supposed to be represented by the Secretary of State for the Colonies. But the men argue very reasonably that the burden is too great for the shoulders of one man. We should advise the Far East to follow the example of the Far West, and form a committee in London or Liverpool composed of merchants interested, who shall cause deput



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Manager, Daily Press, and special business matters to the Editor. Orders for extra copies of Daily Press should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

## NEW ADVERTISEMENTS

## TO LET.

**NO. 1, "ORMSBY VILLAS."**  
No. 3 and 5, ORMSBY TERRACE, Granville Road, Kowloon. Moderate Rentals. Apply to—  
**SPANISH PROCUROTOR.**  
Hongkong, 4th March, 1907. 499

## TO LET—FURNISHED.

**9, KNUXTFORD TERRACE, Kowloon.**  
For Two Months with use of Tennis Court, from 1st May or earlier. Rent reasonable. Apply at the House.  
Hongkong, 4th March, 1907. 499

## FURNISHED ROOM WANTED.

**QUIET ENGLISHMAN REQUIRES FURNISHED BEDROOM** in Respectable House in Central District or close proximity with Bath, &c., and reasonable attendance. No illuminant necessary. No music or light breakfast only by arrangement. Small Room simply furnished will suffice. All letters regarding strictly confidential. Write first, stating terms, to—  
**SIMPLE LIFE.**  
Care of "Daily Press" Office.  
Hongkong, 4th March, 1907. 501

**THE SHIU ON Steamship Company, Ltd.**  
of No. 8, Queen's Road West, Victoria, Hongkong, HEREBY GIVE NOTICE that they have applied to the Board of Trade, under Section 47 of the Merchant Shipping Act, 1894, in respect of the Ship "Kwong Chuan" of Hongkong, Official No. 104839 of Gross Tonnage 923.91 tons, Register Tonnage 505.78 tons, heretofore owned by the said SHIU ON Steamship Company, Ltd., for permission to CHANGE HER NAME to "KWONG SAI" and to have her registered in the New Name at the Port of Hongkong as owned by the said SHIU ON Steamship Co., Ltd.  
Any objections to the proposed change of Name must be sent to the Registrar of Shipping at Hongkong within Seven days from the appearance of this Advertisement.  
Dated at Victoria, Hongkong, the 1st day of March, 1907. 502

## NOTICE TO MARINERS.

No. 283 (Special).

CHINA SEA.

**SHANGHAI-NINGPO DISTRICT.**  
TONGTING ISLAND LIGHT EXHIBITED.

**REFERRING TO NOTICE TO MARINERS No. 250 (Special),** NOTICE is HEREBY GIVEN that the Light on Tongting Island was EXHIBITED for the first time at Sunset on the 23rd February, 1907.

The Illuminating apparatus is dioptric of the Fourth Order and gives four white Lighting Flashes in quick succession every 30 seconds. The power of each flash is about 24,000 candles. The Light, which is situated on the summit of the Island and is visible all round, is elevated 180 feet above the level of the sea and should be visible in clear weather at a distance of 19 nautical miles.

The Tower is 13 feet high, with a total height from base to lantern of 28 feet.

The Tower and buildings are painted White. In thick or foggy weather a Second Class single note fog horn will be sounded giving a blast of approximately 2 seconds duration every 2 seconds.

Position: Latitude, 29° 21' 53" N.  
Longitude, 123° 35' 24" E.

**CAUTION**—It should be noted that a Second Class Single Note fog horn has not the power of a 1st Class Siren.

T. J. ELDRIDGE,  
Acting Coast Inspector.

Coast Inspector's Office,  
Shanghai, 25th February, 1907. 503

**NAVIGAZIONE GENERALE ITALIANA.**  
(Florida and Rabatton United Companies.)

**STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.**  
Having connection with Company's Mail Steamers to ADEN, SEZ, PORT SAID, MESSINA, NAPLES, LEONARDI and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALTAIO. (Taking Cargo at through rates to PESHAWAR, GULF and BAGDAD, also BANGKOK, VALENZA, ALICANTE, ALMERIA and MALAGA.)

**THE Steamship "ISCHIA,"**  
Captain Dodoro, will be despatched as above on TUESDAY, the 12th inst., at NOON.

At Bombay, the Steamer is discharging in Victoria Dock.  
For further particulars regarding Freight and Passage, apply to—  
**CARLOWITZ & Co.,**  
Agents.  
Hongkong, 4th March, 1907. 4

## FOR SALE.

**CRUISING YACHT, "DOROTHY,"**  
equipped; new sails last November.  
Apply—  
J. HASTINGS,  
38, Queen's Road Central.  
Hongkong, 28th February, 1907. 469

## WANTED.

**LADY TYPIST,** able to write shorthand. Reply stating speed, previous experience, salary required.  
Address—  
"B," P.O. Box 398.  
Hongkong, 27th February, 1907. 469

**COME AND INSPECT**  
Our Special Varieties of  
**ARTISTIC VIEW POSTCARDS**  
ALL KINDS OF  
**FOREIGN POSTAGE STAMPS, ALBUMS**  
AND OTHER  
**PHILATELIC GOODS**  
AT PRICES TO SUIT ANY BUYERS.  
GRACA & CO.,  
Hongkong Hotel Corridor,  
Hongkong, 1st January, 1907. 128

## ENTERTAINMENT

**THEATRE ROYAL.**  
THE  
**BANDMANN COMEDY COMPANY.**  
22 LONDON ARTISTES 22  
TO-NIGHT (MONDAY),  
MARCH 4th.

## THE SIGN OF THE CROSS

PRICES OF ADMISSION: \$3, \$2 AND \$1.  
Plan now open at MOUTRIE & Co.

Doors open 8.30 P.M. Commence at 9 P.M. Sharp  
Hongkong, 28th February, 1907. 465

## NOTICES OF FIRMS

## NOTICE.

I have This Day authorised Mr. CURMALLY HASSUM to Sign my Firm.  
Hongkong, 28th February, 1907. 475

## NOTICE.

MR. ELLIS KADOORIE has This Day been admitted a PARTNER in the Firm.  
E. S. KADOORIE & Co.  
Hongkong, 1st March, 1907. 476

## NOTICE.

MR. HERBERT RICHARD BUDD HANCOCK is This Day authorised to SIGN the name of our Firm.  
SHEWAN, TOMES & Co.  
Hongkong, 15th February, 1907. 499

## PUBLIC COMPANIES

**HONGKONG FIRE INSURANCE COMPANY, LIMITED.**

## NOTICE TO SHAREHOLDERS.

**THE THIRTY-EIGHTH ORDINARY MEETING** of Shareholders in the Company will be held at the Office of the Undersigned at 11 A.M. on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.

JARDINE, MATHESON & Co.,  
General Managers,  
Hongkong Fire Insurance Co., Ltd.  
Hongkong, 11th February, 1907. 385

**THE CHINA FIRE INSURANCE CO., LIMITED.**

**THE THIRTY-EIGHTH ORDINARY MEETING** of Shareholders in the Company will be held at the Company's Office, No. 3, Queen's Road Central, Victoria, on THURSDAY, the 7th March, 1907, at 12 o'clock Noon, for the purpose of Receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1906.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st instant to the 7th March, both days inclusive.

By Order,  
GEO. L. TOMLIN,  
Secretary.

Hongkong, 5th February, 1907. 362

**THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.**

**THE TWENTY-FOURTH ORDINARY GENERAL MEETING** of Shareholders in the above Company will be held at the Company's Office, St. George's Building, No. 6, Connaught Road, Victoria, on WEDNESDAY, the 13th March, 1907, at 11 A.M. for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1906, declaring a Dividend and electing a Consulting Committee and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, the 9th March to WEDNESDAY, the 13th March, both days inclusive.

SHEWAN, TOMES & Co.,  
General Managers.  
Hongkong, 1st March, 1907. 492

**HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE DIVIDEND** of 12% per Share for the Six Months ending 31st December, 1906, declared at Monday's Ordinary Yearly Meeting, will be Payable at the premises of the HONGKONG & SHANGHAI BANKING CORPORATION, on and after Tuesday, the 26th Feb., and Shareholders are requested to apply for Dividend Warrants at the Company's Office, Queen's Building, New Praya.

By Order of the Board of Directors,  
THOS. I. ROSE,  
Secretary.

Hongkong, 26th February, 1907. 456

**THE INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.**

**NOTICE TO SHAREHOLDERS.**

**THE SPECIAL RESOLUTIONS** altering the Articles of Association and providing for the Sub-division of each of the existing Shares of £10 each in the Capital of the Company into Two Shares of £5 each fully paid (one of which is a Preferred Ordinary Share having the respective rights defined by the resolutions) having been duly passed, the Sub-division came into effect on and from the 1st of January, 1907.

Shareholders are now requested to send in the Share Certificates for the Shares which stood in their names on the Register on the 31st December, 1906, in order that they may be cancelled and the corresponding Certificates for Preferred Ordinary Shares and Deferred Ordinary Shares may be issued to them in exchange in due course.

JARDINE, MATHESON & Co.,  
General Managers.  
Hongkong, 28th February, 1907. 480

**MAIL TABLES FOR 1907.**

Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 39 Cents  
On Paper ... 20  
On Sale at the Hongkong Daily Press Office.  
Hongkong, 20th January, 1907.

## AUCTIONS

## PUBLIC AUCTION.

**THE Undersigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE ESTATE OF CAPTAIN FRANK WARREN, R.A. DECEASED, On WEDNESDAY, the 6th March, 1907, at 11 A.M. at their SALES ROOMS, No. 3, Des Vaux Road, (Corner of Lee House Street), THE GOODS AND CHATELAIN, Consisting of—  
TRAVELLING BAGS AND TRUNKS, CLOTHING, CHEST-OF-DRAWERS, WASHSTAND, BOOKS, &c., &c., &c.;  
Also  
One GENT'S BICYCLE and One 12 Bore POWLING PIECE.  
Terms—As usual.**

HUGHES & HOUGH,  
Auctioneers.  
Hongkong, 2nd March, 1907. 495

## BY ORDER OF THE MORTGAGEE

**PUBLIC AUCTION.**

**MR. GEO. P. LAMBERT** has received instructions to sell by Public Auction on MONDAY, the 11th day of March, 1907, at 3 o'clock in the afternoon, at his SALES ROOMS, No. 3, Duddell Street, the following

**VALUABLE LEASEHOLD PROPERTY** Situated at KOWLOON TONG in the New Territory in the Colony of Hongkong viz:—

(1) All that piece or parcel of Ground situate at Kowloon Tong in the New Territory in the Colony of Hongkong and registered in the Land Court, Lot Number Four hundred and two of Survey District No. 4. Area 2.35 acres. Annual Crown Rent \$7.05.

(2) All that piece or parcel of Ground situate at Kowloon Tong aforesaid and registered in the Land Court as Lot Number Four hundred and thirty of Survey District No. 4. Area 3.19 acres. Annual Crown Rent \$14.07.

Agricultural Crown Leases have been granted in respect of both Lots.

For further Particulars and Conditions of Sale, apply to—  
Messrs. GOLDING & BARLOW,  
10, Queen's Road Central,  
Solicitors for the Mortgagee, or to  
Mr. GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 28th February, 1907. 472

## BY ORDER OF THE MORTGAGEE

**PUBLIC AUCTION.**

**MR. GEO. P. LAMBERT** has received instructions to Sell by Public Auction on THURSDAY, the 14th day of March, 1907, at 3 P.M. at his SALES ROOMS, Duddell Street, the following

**VALUABLE LEASEHOLD PROPERTY** Situate at SHAIKIWAN, in the Colony of Hongkong, viz:—

All that piece or parcel of Ground situate at Shaukiwan aforesaid and registered in the Land Office as SHAIKIWAN INLAND LOT No. 10 Together with all Erections and Premises (if any) thereon. Area 15.299 square feet or thereabouts. Term 75 years, created by an Indenture of Crown Lease dated the 21st day of July, 1902. Crown Rent \$88.00.

For Further Particulars and Conditions of Sale, apply to—  
Messrs. JOHNSON, STOKES & MASTER,  
Solicitors for the Mortgagee, or to  
Mr. GEO. P. LAMBERT,  
Auctioneer.

Hongkong, 27th February, 1907. 462

## TO LET

## TO LET.

**NO. 23 LEIGHTON HILL ROAD.**  
Immediate Possession.  
No. 26, LEIGHTON HILL ROAD. Possession 1st March 1907.  
Apply to—  
THE COMPROMISE,  
Nippon Yusen Kaisha.  
Hongkong, 4th February, 1907. 339

## TO LET.

**NO. 2, HOLLYWOOD ROAD.**  
Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street.  
Hongkong, 2nd March, 1907. 491

## TO LET.

**NO. 2, SEYMOUR ROAD.**  
4 New Houses in KENNEDY ROAD, near Wan Chai.  
No. 90 & 91 GODOWN PRATA EAST.  
Apply to—  
SAM WANG CO. LTD.,  
81, Queen's Road Central.  
Hongkong, 13th November, 1906. 103

## TO LET.

**IMMEDIATELY** the Capacious Premises on the ground floor of No. 2, PEDDER STREET, at present occupied by Messrs. Harris Keeney Co. Ltd.  
Apply to—  
GILMAN & CO.,  
Hongkong, 23rd January, 1907. 260

## TO LET.

**WELLSBURN, No. 81 the PEAK.**  
Apply to—  
JAVACHINA-JAPAN LIJN,  
York Buildings.  
Hongkong, 22nd January, 1907. 254

## TO LET.

**POSSESSION FROM 1ST APRIL NEXT.**  
2 Semi-statched HOUSES, Nos. 13a and 13c, MACDONNELL ROAD, Each with 7 Rooms, Bath-Rooms, Kitchen, Servants' Quarter and Grass Tennis Court.  
Apply to—  
CHUNG CHINAM,  
Yau On Marine & Fire Insurance Co., Ltd.  
Hongkong, 1st March, 1907. 482

## TO LET.

**OFFICES** in King's Building and York Buildings.  
A HOUSE in WONG NEI CHONG ROAD, GODOWNS IN PRATA EAST.  
A HOUSE in CLIFTON GARDENS, Conduit Road.  
PLATS in MORTON TERRACE.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st March, 1907. 191

## TO LET

## TO LET.

**IN ALEXANDRA BUILDINGS** Small Office on Second Floor.  
Apply—  
SECRETARY,  
A. S. Watson & Co., Ltd.  
Hongkong, 4th January, 1907. 150

## OFFICE TO LET.

**ONE ROOM** in PRINCE'S BUILDINGS from 1st February. Rent \$50 per month.  
Apply—  
REUTER, BROCKELMANN & Co.,  
Princo's Buildings,  
Hongkong, 29th January, 1907. 299

## TO LET.

**"GLENWOOD" CAINE ROAD,** suitable for a Boarding House or Club.  
No. 4, CONDUIT ROAD.  
No. 73, WYNDHAM STREET.  
"BANGLOW" PRINCE'S BUILDINGS (furnished) at New Territory, Kowloon, 4 Rooms, Low Rental.  
BEACONSFIELD ARCADE, Fine Shops, Offices and Dwelling Rooms.  
No. 15, QUEEN'S ROAD CENTRAL, Top Floor, (over Caldwell MacGregor).  
BELLIOS TERRACE HOUSES,  
ROBINSON ROAD.  
VICTORIAN VILLA NORTH,  
Banham Road.

TO LET OR FOR SALE,  
NEW HOUSE on MOUNT KELLET, Fire Rooms, on Rural Building Lot No. 117.  
Apply to—  
LINSTEAD & DAVIS,  
3rd Floor, Alexandra Buildings,  
Hongkong, 2nd November, 1906. 102

## TO LET.

**NO. 24, WYNDHAM STREET.**  
Apply to—  
E. A. & C. F. DE CARVALHO,  
14, Arbuthnot Road,  
Hongkong, 28th February, 1907. 471

## TO LET OR LEASE.

**FROM 1st JANUARY, 1907.**

**NOS. 6, 8, 10, 12 and 14, HOLLYWOOD ROAD.**  
Nos. 1, 3, 5, 7 and 9 SUN WAI LANE.  
Apply to—  
ARRATON V. APCAR & Co.,  
45, Wyndham Street,  
Hongkong, 24th October, 1906. 101

## TO LET—FURNISHED.

**"LEWKNOR," No. 116, PRINCE'S BUILDINGS.**  
Apply to—  
M. W. SLADE,  
Princo's Buildings,  
Hongkong, 29th January, 1907. 300

## TO LET—FURNISHED.

**Nestly Situated and Well FURNISHED HOUSE** at Kowloon, Electric Light, etc. Apply to—  
M. J. H.,  
Care of "Daily Press" Office.  
Hongkong, 19th February, 1907. 425

## TO LET.

**RAVENSHILL WEST No. 3, PARK ROAD.**  
Apply to—  
DEACON, LOOKER & DEACON,  
Hongkong, 5th December, 1906. 104

## TO LET.

**FROM 1st MARCH, 1907.**

**NO. 3, CARNARVON VILLAS, and No. 6, "LOCHETTER" TERRACE, Kowloon.**  
Apply to—  
HEWAN & Co.,  
No. 15, Connaught Road, West.  
Hongkong, 1st February, 1907. 324

## TO LET.

**NO. 2, MACDONNELL ROAD.**  
Apply to—  
COMPROMISE'S DEPARTMENT,  
Nippon Yusen Kaisha.  
Hongkong, 3rd June, 1905. 97

## TO LET.

**NO. 6, LYDEMOON VILLAS, Kowloon.**  
Possession from 1st March next, Five Rooms and Tennis Court. Rent \$125 per month including taxes.  
Apply to—  
"LYDEMOON"  
Care of "Daily Press" Office.  
Hongkong, 2nd January, 1907. 241

## TO LET.

**NO. 1, WEST END TERRACE, Shamoen, Canton.**  
Apply to—  
HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st March, 1907. 91

## TO LET.

**2nd FLOOR No. 12, QUEEN'S ROAD CENTRAL.**  
GREENCROFT, GARDEN ROAD, Kowloon, Redecorated, Electric Light, Tennis Court.  
FAIRVIEW, ROBINSON ROAD, Kowloon, from March 1st.  
Apply to—  
LEIGH & ORANGE,  
1, Des Vaux Road.  
Hongkong, 19th February, 1907. 94

## TO LET.

**2 FOUR-ROOMED HOUSES** at Praya East, near East Point.  
Apply to—  
JARDINE, MATHESON & Co.,  
Hongkong, 3rd January, 1907. 137

## TO LET.

**2nd FLOOR** of No. 6, ICE HOUSE STREET; Centrally situated and within easy reach of the principal Banks and business houses. Apply on the premises to—  
TATA & CO.,  
Hongkong, 24th December, 1906. 105

## TO LET.

**A HOUSE** in KNUXTFORD TERRACE KOWLOON.  
Apply to—  
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.  
Hongkong, 1st March, 1907. 192

## BANKS

## HONGKONG SAVINGS BANK.

**THE Business** of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3% per Cent. per annum. Depositors may transfer at their option balances \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4% per Cent. per annum. For the HONGKONG AND SHANGHAI BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.  
Hongkong, 12th January, 1907. 22

## NEDERLANDSCH-INDISCHE HANDELS BANK.

(NETHERLANDS INDIA COMMERCIAL BANK)  
ESTABLISHED 1863.

Authorised Capital Fl. 15,000,000 (£1,250,000)  
Subscribed Capital Fl. 10,000,000 (Paid up)  
Reserve Fund Fl. 1,625,850.19 (£135,737)

HEAD OFFICE: AMSTERDAM.  
SUB-OFFICE: THE HAGUE.  
HEAD AGENT: BATAVIA.

BRANCHES at: Singapore, Sourabaya, Samarang, Indramajoe, Bandoeeng and Weltevreden.

CORRESPONDENTS at: Cherbon, Tegal, Penabong, Macassar, Pontianak, Padang, Medan, Penang, Bangkok, Calcutta, Bombay, Madras, Colombo, Karachi, Djeddah, Bangkok, Saigon, Shanghai, &c.

BANKERS: THE WILLIAMS DEACONS BANK, Ltd. London; SWISS BANK CORP., Ltd. Zurich; COMPTEUR NATIONAL D'ESCOMPTE DE PARIS; DEUTSCHE BANK, Berlin; BANQUE DE PARIS ET DES PAYS BAS; UNION BANK, Vienna; BANCA COMMERCIALE ITALIANA, Rome.

THE BANK buys and sells and receives for collection Bills of Exchange, issues Letters of Credit payable in all important places of the World and transacts every description of Banking and Exchange business.

INTEREST ALLOWED.  
On Current Account at the Rate of 2% per annum on the Daily Balances.  
On Fixed Deposits: 12 months 4% per annum  
do. 6 do. 3% do.  
do. 3 do. 2% do.  
J. BOETTJE, Manager.  
No. 16, Des Vaux Road Central

27) Hongkong, 1st July, 1906.

**THE BANK OF TAIWAN LIMITED**  
(INCORPORATED BY SPECIAL IMPERIAL CHARTER)

CAPITAL SUBSCRIBED ..... Yen 5,000,000  
CAPITAL PAID-UP ..... " 2,500,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENTS: Amoy, Anping, Fookchow, Keelung, Swatow, Kobe, Nagasaki, Osaka, Shanghai, Tainan, Tamsui, Tokyo, Yokohama.

HONGKONG OFFICE: 3, Des Vaux Road. Interest allowed on Current Account Deposits received on terms which may be learned on application.

ID. TOHDOW, Manager.  
Hongkong, 1st July, 1906. 2045

**INTERNATIONAL BANKING CORPORATION.**

Fiscal Agents of the United States in China the Philippine Islands and the Republic of Panama.



## INTIMATIONS

**S. MOUTRIE & CO., LTD.**  
ESTABLISHED 1875.

**BABY GRANDS**  
BY  
**RACHELS, PLEYEL, KEMMLER**  
AND  
**ROSENKRANZ.**

FOR LIGHTNESS OF TOUCH, QUALITY OF TONE, AND DURABILITY, THESE PIANOS ARE UNRIVALED.

A GUARANTEE FOR A TEST PERIOD OF TWO YEARS GIVEN WITH EACH INSTRUMENT. INSPECTION INVITED.

SOLE AGENTS:

S. MOUTRIE & CO., LTD.  
York Building, Chater Road.  
Hongkong, 30th July, 1906.



**MITSU BISHI GOSHI-KWAISIA**  
(MITSU BISHI CO.)  
**COAL DEPARTMENT**  
MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices.

AI ABC 5th Ed., Western Union Cable used.  
All Letters Addressed to:  
MANAGER, MITSU BISHI CO.,  
with name of place under.

BRANCH OFFICES—  
NAGASAKI, MOJI, KOBE, KARATSU  
SHANGHAI, HONGKONG, &  
HANKOW.

AGENTS—  
YOKOHAMA: M. ASADA, Esq.  
CHINKIANG: Messrs. GEARING & CO.  
MANILA: Messrs. MACDONALD & CO.  
SOLE PROPRIETORS of Takashima,  
Ochi, Shintaw, Nanyang, and Kaito Yamao  
Collieries and also Higo Colliery, which will  
shortly be ready to produce on a large scale the  
best Buzen Coal.

The Head and Branch Offices and the  
Agencies of the Company will receive any order  
for coals produced from the above Collieries.  
T. MATSUKI, Manager, Hongkong.  
No. 2, Polder Street.



LADIES' AND GENTS' BOOTS  
AND SHOES.

EASTMAN KODAKS, CAMERAS  
PHOTOGRAPHIC GOODS.

PRICES MODERATE.

**A TACK & CO.,**

26, DES VEXES ROAD CENTRAL.  
Hongkong, 18th January, 1907.

JUST PUBLISHED.

NOW ON SALE.

**THE FIFTY YEARS**  
**ANGLO-CHINESE CALENDAR**  
日曆英中 年十五

From 1st JANUARY, 1864 to 31st DECEMBER  
1913, BEING FROM THE 1ST YEAR OF THE  
19th CENTURY TO THE 50th YEAR OF THE  
20th CENTURY. THAT IS THE 50th YEAR OF THE  
TUNG CHI TO THE 35th YEAR OF  
KWANG SUI.

PRICE \$2 CASH.

On sale at the HONGKONG "DAILY PRESS"  
Office, or Agents in all the Ports of the  
Far East.  
The Book will be sent by Registered Post  
(free) to any part of the World unrepresented  
by Agents on receipt of Money order,  
Hongkong, 3rd October, 1906.

NOTICE TO CONSIGNEES

AUSTRIAN LLOYD'S STRAM NAVI-  
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND  
SHANGHAI.  
THE Company's Steamship

"AUSTRIA,"  
having arrived, Consignees of Cargo are hereby  
informed that Cargo will be landed into the  
hazardous and/or extra hazardous Godowns of  
the Hongkong and Kowloon Wharf and Godown  
Company, Ltd., whence delivery may be obtained.  
No Claims will be admitted after the Goods  
have left the Godowns, and all Claims must be  
sent to the Office of the Undersigned before  
Noon on the 8th March, or they will not be  
recognised.

No Fire Insurance has been effected, and any  
Goods remaining in the Godowns after the 8th  
March will be subject to rent.  
Bills of Lading will be countersigned by  
SANDER, WIELER & CO.,  
Agents.  
Hongkong, 1st March, 1907.

## NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

THE P. &amp; O. S. N. Co.'s Steamers

"NILE."

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ &amp; STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon where each

consignment will be sorted out mark by mark,

and delivery can be obtained as soon as the

goods are landed.

Optional goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 6th Mar. at 4 p.m.,

will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the Go-

downs for examination by the Consignee, and

the Company's representative at an appointed

hour. All claims must be presented within ten

days of the steamer's arrival here, after which

date they cannot be recognised. No claims

will be admitted after the goods have left the

Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 28th February, 1907.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS

FROM LONDON, ANTWERP AND

STRAITS.

THE Steamship

"GLENSTRAE,"

having arrived from the above Ports, Consignees

of Cargo by her are hereby informed that their

Goods are being landed at the Hongkong and

Kowloon Wharf and Godown Co., Ltd., at Kowloon, where

each consignment will be sorted out mark by

mark, and delivery can be obtained as soon as

the Goods are landed.

Goods not cleared by the 7th Mar. will be

subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the

Godowns, and a certificate of the damage

obtained from the Godown Company within

ten days after the steamer's arrival.

No claims will be recognised if not presented

within 14 days of the ship's arrival.

McGREGOR BROS. &amp; GOW.

Hongkong, 28th February, 1907.

NORDEUTSCHER LOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ LUDWIG."

having arrived, Consignees of Cargo are

hereby informed that their Goods, with the

exception of Opium, Treasures and Valuables,

are being landed and stored at their risk into

the hazardous and/or extra hazardous Godowns

of the Hongkong and Kowloon Wharf and

Godown Co., Ltd., Kowloon, whence delivery

may be obtained.

Optional Cargo will be forwarded unless

notice to the contrary be given before

FRIDAY, the 1st March, at 5 p.m.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 8th March will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 8th March, at 9.30 a.m.

All Claims must reach us before the 15th

March, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the

undersigned.

NORDEUTSCHER LOYD.

MELCHERS &amp; Co.,

Agents.

Hongkong, 1st March, 1907.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON

ANTWERP AND STRAITS.

THE Steamship

"BRECONSHIRE."

Captain Tomkinson, having arrived from the

above Ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, at Kowloon, and stored at Consignees

risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 7th inst. will be subject

to rent.

All broken, chafed, and damaged Goods are to

be left in the Godowns, where they will be

examined on the 7th inst., at 2.30 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES &amp; Co.,

Agents.

Hongkong, 1st March, 1907.

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP,

LONDON, COLOMBO AND

SINGAPORE.

THE Company's Chartered Steamship

"DARDANUS,"

having arrived from the above Ports, Consignees

of Cargo are hereby informed that their

Goods are being landed and placed at their risk

in the Hongkong and Kowloon Wharf and

Godown Company's Godown at Kowloon, where

each consignment will be sorted out mark by

mark and delivery can be obtained as soon as

the Goods are landed.

Optional Goods will be carried on unless in-

structions are given to the contrary before

4 p.m. To-day.

Goods not cleared by the 7th March will be

subject to rent.

All ship-damaged packages must be left in

the Godown, and Notice of same sent to this

Office before the 10th March, or Claims in

connection therewith will not be recognised.

NIPPON YUSEN KAISHA.

HONGKONG, 28th February, 1907.

PURE FRESH WATER.

THE HONGKONG STEAM WATER

BOAT CO., LTD., is prepared to supply

any Quantity of PURE FRESH WATER

for the Shipping, both for Deck and

Boilers.

Call Flag—W.

J. W. KEW,

Manager,

Hotel Mansions, 3rd Floor.

Hongkong, 8th August, 1905.

## SITUATION IN SAN FRANCISCO.

Mr. Frederick Palmer, war correspondent,

writes:—

Crossing from Oakland to San Francisco,  
I had my first glimpse of the problem on the  
spot. Some boys of fifteen or sixteen called  
out to a pair of stocky coolies Japanese on the  
ferry: "Hello, Skipper! How's your friend  
Roosevelt?" The Japanese looked straight  
out to sea. "Say, Skipper," the boys persisted,  
"we're going to paint the White House yellow  
for you." Still no answer from the Japan-  
ese. "Then they would have fought like devils."  
I had been reading the local dailies in its  
steepers, and "these irresponsible gamins,"  
thought I, to my wisdom, "are the product of  
newspaper agitation." Michael de Young, of  
the "Chronicle," started the furore. He knew  
that the way to make circulation is not to  
caution people to be reasonable, but to spring  
sensations which will confirm them in all their  
prejudices, prejudices, and dislikes. When de  
Young got a "rise," immediately Hearst's  
"Examiner" took the cue. Intense rivalry  
followed.

The "Chronicle" is still in the lead. Michael  
de Young alone, without reserves support,  
or a line of communication, is able to  
mash Japan to a jelly with one hand. The  
Hearst organ has landed at least two army  
corps of Japanese veterans with artillery con-  
centrated in their pockets in Herndon, Calif.,  
who ballast the Southern Pacific have located  
all the gun positions at strategic points in the  
Rockies, which seems a little strange to me,  
considering that in the war with Russia the  
Japanese went by Russian maps which they had  
captured. As for spies a new species in a  
new place is found every day. They are the  
pawns in the war of publicity.

met and Schmitt were quick to join the pro-  
cession. Schmitt, however, was not a native  
born in an anti-Japanese mass-meeting that he  
was ready to lay down his life—possibly to  
prevent his trial for extortion. Besides, he would  
not be needed. De Young had already spoken  
first for the privilege. Perhaps he and I had  
had the same object as the man who divers  
attention from himself by crying "Stop, thief."

And now I hear you say—you who live three  
thousand miles away, with the beam in your eye  
that it's all a matter of dirty politics, this  
transgression of a great principle? Not in the  
least. The politician has simply pandored to  
public sentiment. Every printer, reporter, editor  
believed in the policy acclaimed by the press. So,  
practically, does the whole Pacific Coast. This  
view has been crystallized into a habit like that  
of the Irish about Cromwell. The political mouth-  
piece of that automatic speech maker, Congress-  
man Kahn, and others, were the effects of  
individual draft to get more wind than their  
rivals.

San Franciscans are a people used to having  
their own way. They come of that breed.  
They live over the Divide and they look  
out the mountains at their backs they look  
out to sea. When they were beginning to  
build their city and their country, possibly  
because of the light-entrance, Michael brought it  
sharply to their attention—that this was the  
time to make one of the changes they had long  
had in mind.

The result was the Oriental School. When I  
visited it and saw all the Chinese and the Ko-  
reans—whom we forgot in the East—I could  
understand why I would not want to attend there  
if I were a Japanese. The Chinese and the  
Koreans were weak, while the Japanese take a  
bath every day, and the Chinese and the Ko-  
reans small like fresh fish, and we can imagine  
ourselves how the Chinese smell to the Japanese.  
One solitary Japanese boy, Frank Kobayashi,  
now attends the Oriental School. He has  
written to the President saying that he prefers  
segregation because he learns faster than he did  
in casual unities. He is a pea that grows  
outside a pod like a cranberry.

To the San Franciscans their action was  
a part with that of a merchant who decides to not  
a partition between two departments. Japan's  
protest was as much of a surprise as if a mer-  
chant from a neighboring town had wanted the  
partition done because one of the clerks was  
relative of his. Were they living in Germany  
that they might not regulate their local affairs?  
If so, then it was to be borne in mind that the  
Kaiser has been a long time in making his  
Polish subjects drink out of the  
Tantonic creek. The President's mes-  
sage toward the Polish expropriation into a  
white heat of anger which has cooled to a cold  
determination on the part of thinking San  
Franciscans, while Michael de Young has  
yelled louder than ever.

It is Michael's baying which leads the rest of  
the country to think that the whole cry is  
moonshine and not representative. Michael's  
baying produces lawlessness and excess. It  
might one day lead to riot. For the time I saw  
the sentiment of an American community acting  
toward an outsider as the Japanese in their  
racial exclusiveness and concealment act toward  
any Caucasian. It was amazing.

The conduct of the Japanese is, for the most  
part, exemplary. So their Emperor orders. A  
diplomatic case is ever in preparation. Tick-  
tick, the Japanese Consulate keeps an account  
of every act of violence against a Japanese sub-  
ject. The Japanese do not segregate in quarters  
as the Chinese and European immigrants do.  
They rarely get intoxicated. They take of  
their kimonos and increase their bowlegs is  
unbecoming pants. The ranks of the day  
labourer among the debris are closed to them,  
as are the ranks of all the trades. If they  
open restaurants or stores with American goods  
little custom comes, though they undersell  
rivals. They may be servants, cobblers, dry-  
men, and fill in the odd jobs with the Ameri-  
can does not want. At school the children of the  
coolie class are slow; having no knowledge of  
English, they are a positive drag on the other  
pupils. Those of the merchant class are usually  
bright. All are clean and attentive.

"But," say the San Franciscans, "grows  
men go to school with our young girls. We  
will not stand for that."

"Then," instantly suggests the visitors,  
"why not make a rule limiting the age of the  
grades?"

That brings practically the answer that  
they do not want Orientals in their schools  
anyway. No public charge of the offense feared  
has been brought against any "study boy."  
When the Board of Education speaks of the  
immorality of the Japanese as a cause of  
colours, a cycle may ask if there is anything  
worse in Japan than the organized promotion  
of brothels by the present city administration.

How TO BE BEAUTIFUL—Keep your com-  
plexion, Mrs. Allen's Ointment. Let it  
Charman and Special Skin Tonic and Poudre  
Charman will enable you to do it. Her  
Specialties for the Skin are the study of a  
Lifetime. A. S. Watson & Co., Ltd., Sole Agents.

## SHARE REPORT.

Messrs. Erich Georg & Co. say in their  
weekly share report dated March 2nd, 1907:—  
Business during the week under review has  
been exceedingly small, and the market closes  
with a weakish tendency, most stocks being on  
offer, while intending buyers play a waiting  
game, expecting to get shares cheaper. The  
sterling demand rate of exchange on London  
closes at 2s. 2½, while rates on Shanghai are  
Tls. 72½ for a Bank T/T, and Tls. 73½ for a  
three days' sight Private Draft, the rate in  
Shanghai on this for a three days' sight Private  
Draft being Tls. 73½. Barsilver in London is  
quoted 32.4-30d., and Consols 43½-42½.

BANK SHARES.—A few small lots of Hong-  
kong and Shanghai sold at 89½, but more  
shares are available, the London rate is  
4194-194.01. Nationals are unchanged.

MARINE INSURANCE SHARES.—Unions have  
advanced to sales and buyers at 83½. A few  
Cantons fetched 82½. A few North Chinas  
sold at Tls. 80. Other stocks under this  
heading are unchanged.

FIRE INSURANCE SHARES.—Hongkong  
have been done at 83½ and 83½, closing with  
sellers at the higher figure. Chinas changed  
owners at 89½, at which rate more shares can be  
placed.

SHIPPING SHARES.—Small lots of Hong-  
kong, Canton and Macao Steamboats changed  
hands at 89, market closing quiet. Indes were  
in some little demand in the early part of the  
week at 86, but few shares changed hands.

The market closes weaker with sellers  
at 88½, Shanghai quoting sellers at Tls. 63 and  
buyers at Tls. 61. The London rate is 61.5s. 6d.  
China and Manilas are weak with sellers at  
81½. Douglas's remain on offer at 83½. Star  
Forbes have sellers at 81½ for old, and 82½ for  
new shares. Shells are quiet at 84½. London  
quoting sellers at 33½. Hongkong Steam  
Waterboats are on offer at 84½.

REFINERIES.—China Sugars sold in small  
lots at 81½, at which figure further shares  
might be placed; but there are sellers at 81½.  
Luzons are unchanged.

MINE SHARES.—Charbonnages are quoted  
84½ on the int. dividend of Pcs. 35 per share  
on account of 1906, payable in Paris yesterday.  
Raisins sold at 84½, but there are no buyers now  
over 88; Chinas Engineering and Mining  
Company's shares sold in the North at Tls. 13.

DOCKS, WHARVES, GODOWNS, &c.—Hong-  
kong and Whampoa Dock Company's shares are  
on offer at 81½, at the dividend of 88 per share  
paid on 25th ultimo; Fawcett's as well as New  
Army Docks, are unchanged. Hongkong and  
Kowloon Wharves sold and have further  
sellers at 89½. Shanghai Docks ruled steady  
to firm at Tls. 108, but closing at Tls. 107, at  
which figure sales have been reported in the  
North. Shanghai and Hongkong Wharves have  
improved to buyers at Tls. 215 old and new, and  
Tls. 215 for new shares.

LANDS, HOTELS AND BUILDINGS.—Hong-  
kong Land Investment and Agency Company's  
shares sold at rates ranging between 8107 and  
8108, but only small lots changed hands, and  
more shares are wanted at 8107½. Kowloon  
Lands are in request at 83½, while West Point  
have weakened to sellers at 81½. Hongkong  
Hotels, since issue of the report for half-year,  
have quietened down a bit, and only a few shares  
sold at 81½, closing with probable further  
sellers. Humphreys sold at 81½ and 81½, 115,  
closing with sellers at 81½. Shanghai Lands  
are quoted Tls. 102 for old, and Tls. 64 for  
new shares.

COTTON MILLS.—Shanghai quotes Fwos  
Tls. 75. International Tls. 67. Lion King  
More Tls. 124 at the dividend of Tls. 8 per  
share paid on 27th ultimo, and Sanyou Tls.  
62½. Hongkong Cottons changed hands at 812.

SUNDRY MANUFACTURING COMPANIES.—  
Dairy Farms sold and have sellers at 816½.  
Green Island Cement Shares have been done at  
821½, closing with sellers at that figure. A  
small lot of Ice Company's shares has been  
done at 8240, and more shares are wanted.  
Other stocks and r this heading are unchanged.

MISCELLANEOUS.—China Providents fetched  
88.80 to 88.90, closing with further buyers  
at 88.91. Langkats have buyers in the North at  
Tls. 262½. Walkins changed hands at 82½,  
and have further sellers. Watsons have been  
done and are wanted at 81½. Other stocks  
under this heading have not been dealt in and  
are unchanged.

## SHARE REPORT.

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closes at 2s. 2½, while rates on Shanghai are  
Tls. 72½ for a Bank T/T, and Tls. 73½ for a  
three days' sight Private Draft, the rate in  
Shanghai on this for



## SHIPPING

## ARRIVALS

CHUYEN, Chinese str., 1,177, C. Stewart, 2nd March—Shanghai 27th Feb. General—Chinese.

CHUYEN, British str., 1,421, A. E. Sandbach, 2nd March—Shanghai via Swatow 20th Feb. General—Jardine, Matheson & Co.

DAIYUNG, German str., 1,254, E. Schipper, 1st March—Saigon 25th February, Rice—Hamburg-Amerika Linie.

POKUNSU MARU, Japanese str., 1,090, T. Ito, 2nd March—Anping and Swatow 28th Feb. General—Osaka Shosen Kaisha.

HABSBURG, German str., 4,070, M. Teller, 3rd March—Hamburg 20th Jan. General—Hamburg-Amerika Linie.

HAICHING, British str., 1,277, A. E. Hodgins, 3rd March—Fochow 28th Feb. Amoy 1st March and Swatow 2nd, General—Anglo Siamatic & Co.

HELENE, German str., 771, J. Jackson, 2nd Mar.—Hobow 1st March, Coal—Jensen & Co.

KIYO MARU, Japanese str., 1,413, S. Hirai, 3rd March—Saigon 25th Feb. Rice—Messageries Maritimes.

KANPERS, German str., 646, S. Turgensen, 2nd March—Kuang-chow-wan 1st March, Ballast—Jensen & Co.

KOUANG SI, French str., 4,203, Courol, 3rd March—Singapore 24th Feb. General—Messageries Maritimes.

LIGHTNING, British str., 2,192, A. E. Pentle, 3rd March—Calcutta and Straits 14th Feb. General—D. S. S. & Co.

MACHU, German str., 496, R. Zoll, 3rd March—Hankow 18th February, Rice and Tea—Butterfield & Swire.

MAN ALTA, American str., 721, John A. R. Chubb, 2nd March—Singapore 24th February, General—Jensen & Co.

NIRIN, British str., 777, A. Erikson, 2nd March—Bangkok 20th Feb. Rice—Chinese.

SHIRU MARU, Japanese str., 1,395, L. H. Matsuda, 2nd March—Kobe 22nd Feb. General—Japanese.

TINHOW, British str., 901, T. R. Kidd, 2nd March—Saigon 25th February, Rice and General—Arnold, Kuehng & Co.

YAMAGUCHI, Japanese str., 1,356, K. Fujita, 2nd March—Muji 23rd February, Coal—Mitsui Bussan Kaisha.

YONGHAI, British str., 901, T. R. Kidd, 2nd March—Saigon 25th February, Rice and General—Arnold, Kuehng & Co.

YONKAWA, Japanese str., 1,750, S. Todoroki, 2nd March—Muji, Matohs and General—Japanese.

## DEPARTURES

March 2nd.

AUSTRIA, Austrian str., for Singapore.

CALANAS, British str., for Shanghai.

EBERLE, British str., for Shanghai.

GLANTHA, British str., for Shanghai.

ITHAKA, German str., for Canton.

KOUANG SI, French str., for Anping.

KUTANG, British str., for Singapore.

KWELIN, British str., for Canton.

MARIE, German str., for Saigon.

MATHILDE, German str., for Hobow.

PRINZ LUDWIG, German str., for Shanghai.

PRINZ WALDEMAR, German str., for Australia.

SHANTUNG, British str., for Hongkong.

ZAFIRO, British str., for Manila.

## SHIPPING REPORTS

The British str. Chuyen reports: Variable light winds and misty weather to Tientsin; from thence to port, strong to light N.E. winds and clear weather.

The Chinese str. Chuyen reports: Strong N.E. winds and rough sea, rain at times from Shanghai to Breaker Pt.; thence to port light N.E. winds and fine.

The British steamer Nania reports: From passing Palo Obi strong winds from N.E. and N.W. with heavy sea lasting the rest of the passage.

The British str. Tinhow reports: Strong N.E. winds and fine clear weather to North of Paracel Islands; thence to port strong N.E. breeze and misty weather, with high N.E. sea.

## VESSELS IN DOCK

March 1st.

ABERDEEN DOCKS—Sorsogon, Fronde, Z. Y. de Aldecoa, Kwongchow, Emerald, Sophie, Prinz Sigismund, Winkler, Titalap, Babi, Tot 3.

COMMERCIAL DOCKS—Peng Fei, Honan, Shantung, Marie.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES.

FOR SHANGHAI, KOBE AND YOKOHAMA.

## THE Company's Steamship

"ERNEST SIMONS," Captain Girard, will be despatched for the above Ports TO-MORROW, the 4th March. For Freight or Passage, apply to O. DE CHAMPEAUX, Agent.

Hongkong, 26th February, 1907.

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship

"HATCHING," Captain A. E. Hodgins, will be despatched for the above Ports TO-MORROW, the 5th inst., at 11 A.M.

For Freight or Passage, apply to DOUGLAS, LAPELLE & Co., General Managers.

Hongkong, 1st March, 1907.

## TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong, Callao and Iquique via Japan Ports will be sent to Valparaiso if sufficient inducement.

Steamers Tons To Sail.

"GLENFARG" ... 4,000 March 26th, Noon.

"KASATO MARU" ... 6,100 April 25th, Noon.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the Pacific S. N. Co.

The above Steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yokohama Building.

Hongkong, 8th February, 1907.

## ENG HOK FONG S.S. CO.

THE Steamer

"WOOLWICH," Captain A. Stoker, will be despatched for SALINA CRUZ, MEXICO, via MOJI, JAPAN, on the 28th March, 1907.

For Freight or Passage, apply to ENG H. K. FONG & Co., 27, Des Voeux Road Central.

Hongkong, 1st March, 1907.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "w." together with the number denoting the section.

## SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. via USUAL PORTS OF CALL	DELHI	Brit. str.	—	J. D. Andrews	P. & O. S. N. Co.	On 9th inst., at Noon.
MARSEILLES, Ac. via PORTS OF CALL	AUSTRIAN	French str.	—	Verron	Messageries Maritimes	On 12th inst., at 1 P.M.
MARSEILLES, HAVRE, COPENHAGEN, &c.	TRANQUEBAR	Dan. str.	—	—	HAMBURG-AMERIKA LINIE	On 22nd inst.
MARSEILLES, HAVRE & HAMBURG	SLAVONIA	Ger. str.	k.w.	F. E. Andrews	P. & O. S. N. Co.	About 27th inst.
MARSEILLES, LONDON & ANTWERP	MANILA	Ger. str.	—	Ch. Polack	Messageries Maritimes	On 13th inst., at Noon.
BREMEN, via PORTS OF CALL	PRINCESS ALICE	Ger. str.	k.w.	—	HAMBURG-AMERIKA LINIE	On 24th inst.
HAVRE, BREMEN & HAMBURG via STRAITS, &c.	BRASILIA	Ger. str.	k.w.	Schulze	HAMBURG-AMERIKA LINIE	On 18th April.
HAVRE & HAMBURG via STRAITS, &c.	BELOVIA	Ger. str.	k.w.	Schulze	HAMBURG-AMERIKA LINIE	On 18th inst.
NAPLES, LISBON, HAVRE & HAMBURG	SCANDIA	Ger. str.	k.w.	Schulze	HAMBURG-AMERIKA LINIE	On 5th April.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	HABSBURG	Ger. str.	k.w.	Filler	HAMBURG-AMERIKA LINIE	On 3rd May.
NAPLES, PLYMOUTH, HAVRE & HAMBURG	RHENANIA	Ger. str.	k.w.	v. Hoff	HAMBURG-AMERIKA LINIE	About 12th inst.
NEW YORK via PORTS & SUEZ CANAL	MUNCASTER CASTLE	Brit. str.	—	—	SHEWAN, TOMES & Co.	About 12th April.
VANCOUVER via SHANGHAI JAPAN, &c.	ALBENGA	Am. str.	—	—	CANADIAN PACIFIC R. Co.	On 14th inst., at 4 P.M.
VANCOUVER via SHANGHAI JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	—	—	CANADIAN PACIFIC R. Co.	On 27th inst., at Noon.
VICTORIA (B.C.) & TACOMA via JAPAN	TASMAN	Am. str.	—	H. C. Armstrong	DODWELL & Co., Ltd.	On 13th April.
SAN FRANCISCO via PORTS	LYRA	Brit. str.	—	Hollman	SHEWAN, TOMES & Co.	On 28th inst.
CALLAO, IQUIQUE, via JAPAN PORTS, &c.	GLENFARG	Brit. str.	—	—	TOYO KISEN KAISHA	On 8th inst., at 4 P.M.
SALINA CRUZ, MEXICO, via MOJI, JAPAN	WOOLWICH	Brit. str.	—	A. Stoker	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
AUSTRALIAN PORTS via MANILA	TEINAN	Ger. str.	—	—	Messageries Maritimes	On 23rd inst., at Noon.
MOJI, KOBE & YOKOHAMA	PRINZ SIGISMUND	Brit. str.	—	—	P. & O. S. N. Co.	About 9th inst.
YOKOHAMA & KOBE	CAYEN	Brit. str.	—	T. Moore	BUTTERFIELD & SWIRE	On 18th inst.
YOKOHAMA & KOBE	CRANOSHA	Dut. str.	—	Pander	JAVA-CHINA-JAPAN LINES	Quick despatch.
YOKOHAMA & KOBE	TIPIKAS	Dan. str.	—	—	Messageries Maritimes	About 2nd May.
CHINGWANGTAO, YOKOHAMA & KOBE	DOROTHY	Ger. str.	k.w.	G. S. Walgal	HAMBURG-AMERIKA LINIE	On 6th inst., at Noon.
CHINGWANGTAO, YOKOHAMA & KOBE	TUNGUS	Ger. str.	k.w.	E. Fureth	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	CHIMSHING	Brit. str.	—	J. Watnick	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	HUICHOW	Brit. str.	—	—	HAMBURG-AMERIKA LINIE	To-day.
CHINGWANGTAO, YOKOHAMA & KOBE	NANCHANG	Brit. str.	—	—	Messageries Maritimes	To-morrow, at 4 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	HABSBURG	Ger. str.	—	Filler	BUTTERFIELD & SWIRE	On 7th inst., Daylight.
CHINGWANGTAO, YOKOHAMA & KOBE	YONKAWA	Brit. str.	—	Girard	JARDINE, MATHESON & Co.	About 7th inst.
CHINGWANGTAO, YOKOHAMA & KOBE	CHUYEN	Brit. str.	—	J. H. Brown	BUTTERFIELD & SWIRE	On 8th inst.
CHINGWANGTAO, YOKOHAMA & KOBE	CHUYEN	Brit. str.	—	A. E. Sandbach	JARDINE, MATHESON & Co.	About 8th inst.
CHINGWANGTAO, YOKOHAMA & KOBE	SIBIRIEN	Dan. str.	—	—	HAMBURG-AMERIKA LINIE	On 13th inst.
CHINGWANGTAO, YOKOHAMA & KOBE	LIBERIA	Ger. str.	—	R. A. Peters	Messageries Maritimes	On 14th inst., at 4 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	MAITA	Brit. str.	—	—	Messageries Maritimes	On 6th inst., at 4 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	ZIETEN	Ger. str.	—	Wavell	BUTTERFIELD & SWIRE	To-morrow, at 11 A.M.
CHINGWANGTAO, YOKOHAMA & KOBE	KUKIANG	Jap. str.	—	G. Ito	OSAKA SHOSHEN KAISHA	On 8th inst., Daylight.
CHINGWANGTAO, YOKOHAMA & KOBE	FUKUSHI MARU	Brit. str.	—	A. E. Hodgins	DOUGLAS LAPELLE & Co.	To-morrow, at 11 A.M.
CHINGWANGTAO, YOKOHAMA & KOBE	HACHING	Brit. str.	—	Sommerville	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	TEAN	Brit. str.	—	A. G. Smith	JARDINE, MATHESON & Co.	On 9th inst., at Noon.
CHINGWANGTAO, YOKOHAMA & KOBE	LOONGSANG	Brit. str.	—	R. Almond	SHEWAN, TOMES & Co.	On 18th inst., at Noon.
CHINGWANGTAO, YOKOHAMA & KOBE	RUBI	Brit. str.	—	R. Rodger	BUTTERFIELD & SWIRE	On 18th inst., at 4 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	ZAFIRO	Brit. str.	—	E. Fureth	JARDINE, MATHESON & Co.	On 8th inst., at 4 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	KAIFONG	Brit. str.	—	R. Houghton	JARDINE, MATHESON & Co.	To-morrow, at 3 P.M.
CHINGWANGTAO, YOKOHAMA & KOBE	MAUSANG	Brit. str.	—	W. E. Sawyer	JARDINE, MATHESON & Co.	On 12th inst., at Noon.
CHINGWANGTAO, YOKOHAMA & KOBE	FOOKSANG	Brit. str.	—	—	CARLOWITZ & Co.	On 12th inst., at Noon.
CHINGWANGTAO, YOKOHAMA & KOBE	ISORIA	Ital. str.	—	—	—	—

## EAST ASIATIC CO., LTD.

COPENHAGEN, SINGAPORE, BANGKOK &amp; SHANGHAI.

## RUSSIAN EAST ASIATIC CO., LTD.

ST. PETERSBURG &amp; VLADIVOSTOK.

## PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"SIBIRIEN" ...	About 7th Mar.
MARSEILLES, HAVRE, COPENHAGEN & ST. PETERSBURG	"TRANQUEBAR" ...	On 12th Mar.
CHINGWANGTAO, YOKOHAMA & KOBE	"DOROTHY" ...	About 2nd May

For Further Particulars, apply to

MELOHERS &amp; CO.

AGENTS.

Hongkong, 4th March, 1907.

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	DATE OF SAILING
SINGAPORE & SOURABAYA	"FOOKSANG" ...	Tuesday, 5th Mar., 3 P.M.
TIENTSIN via SWATOW & CHEFOO	"CHIPSING" ...	Wednesday, 6th Mar., Noon
SHANGHAI	"CHOYEANG" ...	Thursday, 7th Mar., Daylight
SANDAKAN	"MAUSANG" ...	Friday, 8th Mar., 2 P.M.
MANILA	"LOONGSANG" ...	Friday, 8th Mar., 4 P.M.

These Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

Taking Cargo on Through Bills of Lading to Kudat, Lahad, Duta, Simporna, Tawao, Uman, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO.,

GENERAL MANAGERS.

Hongkong, 4th March, 1907.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light. Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	2540	E. Almond	Manila	On 9th Mar., Noon.
ZAFIRO	2540	R. Rodger	Manila	On 16th Mar., Noon.

For Freight or Passage apply to

SHEWAN, TOMES &amp; CO.,

GENERAL MANAGERS.

Hongkong, 4th March, 1907.

## HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALACCA COAST).

S.S. "ALBENGA" ...	On or about 12th April.
S.S. "ATHOLL" ...	About end of April.

For freight and further information apply to

SHEWAN TOMES &amp; CO.,

GENERAL AGENTS.

Hongkong, 4th March, 1907.

## HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

By the new steamers, "RHENANIA," "HABSBURG" and "HOHENSTAUFEN." These steamers offer to the public the highest comfort yet attained in ocean travelling. They have very large cabins, provided WITH ONLY LOWER BERTHS. The cabins are midship and fitted with fans. Laundry on board. Doctor and Stewardesses carried. These steamers call at PLYMOUTH homeward, at SOUTHAMPTON outward and at NAPLES in both directions.

In addition to these boats, the steamers "SCANDIA" and "SILEBIA" carry first-class passengers. Return tickets issued at reduced rates available for two years. Through tickets to be had to New York via Naples and Hamburg.

## OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA.

HABSBURG ...	4th March
RHENANIA ...	3rd April
HOHENSTAUFEN ...	2nd May
SILEBIA ...	2nd June
SCANDIA ...	2nd July

## HOMeward.

FOR THE STRAITS COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, PLYMOUTH HAVRE, &amp; HAMBURG.

*SCANDIA ...	16th March
*SLAVONIA ...	16th March
HABSBURG ...	5th April
RHENANIA ...	3rd May
HOHENSTAUFEN ...	29th May

## FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

HABSBURG ...	FOR SHANGHAI, KOBE & YOKOHAMA ... 4th March
LIBERIA ...	FOR SHANGHAI, KOBE & YOKOHAMA ... 8th March
BELGRAVIA ...	FOR SHANGHAI, KOBE & YOKOHAMA ... 16th March
BRISGAVIA ...	FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd April
RHENANIA ...	FOR SHANGHAI, KOBE & YOKOHAMA ... 3rd April

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

Also via Aden or Port Said by the "ARABIC PERSIAN SERVICE" to Arabian and Persian Gulf Ports.

\*SCANDIA ... NAPLES, LISBON, HAVRE & HAMBURG ... 16th March

\*SLAVONIA ... FOR MARSEILLES, HAVRE & HAMBURG ... 2nd March

\*HABSBURG ... FOR HAVRE, BREMEN & HAMBURG ... 24th March

\*RHENANIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 5th April

\*BRISGAVIA ... FOR HAVRE & HAMBURG ... 19th April

\*RHENANIA ... NAPLES, PLYMOUTH, HAVRE & HAMBURG ... 3rd May

\*Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins midships. Lighted throughout by electricity. Daily qualified doctor and stewardesses carried. Laundry on board.

## COAST SERVICE.

TUNGUS ... FOR TSINGTAO, NAGASAKI &amp; VLADIVOSTOK 16th March 1907.

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamers	Tons	Captain	Sailing Date
LYRA ...	4,417	H. C. Armstrong	On 13th April
SHAWMUT ...	9,606	E. V. Roberts	On 23rd April

For Freight or Passage apply to

DODWELL & CO., LIMITED,

GENERAL AGENTS.

7

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures readiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to—

QUEEN'S BUILDINGS, Hongkong, 4th March, 1907.

## VESSELS ON THE BERTH

COMPAGNIE DES MESSEGERIES MARITIMES. FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, CALCUTTA, BOMBAY, LONDON, DUBROUT, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS

THE Steamship

"AUSTRALIEN," Captain Verron, will be despatched for MARSEILLES, on TUESDAY, the 5th March, at 1 P.M.

This Steamer connects at Colombo with the Australian line s.s. "Nera," bound for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading issued for above ports.

Cargo also booked for principal places in Europe.

Next sailings will be as follows:

S.S. "TONKIN" ... 19th Mar.

S.S. "ERNEST SIMONS" ... 2nd April.

S.S. "POLYNESIE" ... 16th April.

S.S. "VILLE DE LA CROIX" ... 30th April.

S.S. "SALAZIE" ... 14th May.

G. DE CHAMPEAUX, Agent.

Hongkong, 20th February, 1907.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH, BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

Captain J. D. Andrews, carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 9th March, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "MARMORA," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "CALEDONIA," due in London on 26th April, 1907.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 25th February, 1907.

REGULAR STEAMSHIP SERVICE (WITH LIBERTY TO CALL AT MALABAR COAST).



PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	MALTA Capt. R. A. Peters	About 8th	Freight and Passage.
LONDON, &c., via usual ports	DELHI Capt. J. D. Andrews	Noon, 9th	See Special of C.A.B.
MOJI, KOBE & YOKOHAMA	CEYLON Capt. G. W. Babot	About 9th	Freight and Passage.
MARSHILLES, LONDON and ANTWERP	MANILA Capt. F. E. Andrews	About 27th	Freight and Passage.

For further Particulars, apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 28th February, 1907.

CHINA NAVIGATION CO.  
LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAN"	On 5th Mar., 4 P.M.
SHANGHAI	"YCHOOW"	On 5th Mar., 4 P.M.
MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TSINAN"	On 8th Mar., 4 P.M.
TIENTSIN	"HUICHOW"	On 8th Mar., 4 P.M.
NEWCHUANG	"NANCHANG"	On 9th Mar., 4 P.M.
SHANGHAI	"KIUKIANG"	On 14th Mar., 4 P.M.
YOKOHAMA and KOBE	"CHANGSHA"	On 18th Mar., 4 P.M.
CEBU and LLOILO	"KAIFONG"	On 19th Mar., 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS

Hongkong, 4th March, 1907.



## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN  
HONGKONG, SOUTH CHINA COAST PORTS  
AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
* ANPING VIA SWATOW AND AMOY	"FUKUSHU MARU" Capt. G. Ito	WEDNESDAY, 6th Mar., at DAYLIGHT.

\* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Ample, Unrivalled Table.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, at Second Floor, No. 1, Queen's Buildings.

Hongkong, 27th February, 1907.

T. ARIMA, Manager.

CANADIAN PACIFIC RAILWAY  
COMPANY'S ROYAL MAIL STEAMSHIP LINE.

LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF UNDER 11 days Across the Pacific to the "EMERALG LINE" Saving 5 to 10 days Ocean Travel.

11 DAYS YOKOHAMA TO VANCOUVER.

18 DAYS HONGKONG TO VANCOUVER.

R.M.S.	Tons	Proposed Sailing (Subject to Alteration)	Leave Hongkong	Arrive Vancouver
"EMERALG OF JAPAN"	6,000	THURSDAY, 14th Mar.	1st April	1st April
"TARTAR"	4,425	WEDNESDAY, 27th Mar.	30th April	30th April
"EMERALG OF CHINA"	6,000	THURSDAY, 11th April	29th April	29th April
"ATHENIAN"	3,882	WEDNESDAY, 1st May	25th May	25th May
"EMERALG OF INDIA"	6,000	THURSDAY, 2nd May	27th May	27th May
"MONTEAGLE"	6,163	WEDNESDAY, 22nd May	15th June	15th June

"EMERALG" Steamers will depart from HONGKONG at 4 P.M.

Intermediate Steamers at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN, N.B. with the Co.'s NEW PALATIAL "EMERALG" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 22 days from YOKOHAMA and 29 days from HONGKONG.

Hongkong to London, 1st Class, via St. Lawrence £60; via New York \$62.

Intermediate on Steamers, £40, \$42.

R.M.S. "MONTEAGLE," "TARTAR," and "ATHENIAN" carry Intermediate passengers only, at Intermediate rates, affording superior accommodation for that class.

Passenger Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pedder Street and Praya opposite Blaisie Pier."HONGKONG DAILY PRESS"  
PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
Do. Do. Small Edition	6.00
DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA, JAPAN AND COREA	0.60
CHILDREN OF THE CATHAY: A Social and Political Novel, by C. J. Halcomb	3.50
THE JEWEL OF HONGKONG, being an Historical Sketch to which is added an Account of the Celebrations in 1891	1.00
THE HONGKONG TYPHOON, Sept. 18th, Illustrated Account	0.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	4.00
MOUNTINGS OF NAVAL GUNS, and their Subsequent Use with the Ladysmith Relief Column	1.00
WALLIE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25
TRADE MARK REGULATIONS IN CHINA	\$1.25
FROM HONGKONG TO CANTON, BY THE PEARL RIVER—A Book for the Globetrotter, by Capt. C. V. LLOYD, with Maps and Illustrations	1.90
HONGKONG WEEKLY PRESS, half yearly vol. bound	7.50
FIFTY YEARS ANGLICAN CHINESE CALENDAR, 1864 to 1913	2.00
RATES OF EXCHANGE AT HONGKONG English Mail days 1874 to 1905	2.00
BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days 1883 to 1905	1.00
CALLED OUT: or the Cheng Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcomb	2.00
FROM PORTSMOUTH TO PEKING, VIA LADYSMITH, WITH A NAVAL BRIGADE (Crusade of H.M.S. Terrible)	1.00
SKETCHES OF THE WEST RIVER	0.25
PLAN OF VICTORIA	1.00
" " KOWLOON	0.75
" " PEAK	0.75
" " NEW TERRITORY	0.75
" " CANTON	0.50
POWER OF ATTORNEY FORM	0.25

IMPERIAL GERMAN MAIL  
LINES.NORDDEUTSCHER LLOYD, BREMEN.  
EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUERZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

STEAMERS WILL ALSO CALL AT GIBRALTAR &amp; SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
PRINCESS ALICE	WEDNESDAY 13th March
PRINZ LUDWIG	WEDNESDAY 27th March
SACHSEN	WEDNESDAY 27th March
ZIETEN	WEDNESDAY 10th April
PRINZ REGENT LUITPOLD	WEDNESDAY 24th April
PRINZ EITEL FRIEDRICH	WEDNESDAY 28th May
BAVERN	WEDNESDAY 22nd May
PRINZ HEINRICH	WEDNESDAY 11th June
SCHARNHORST	WEDNESDAY 19th June
ROON	WEDNESDAY 3rd July

\* I Class accommodation being engaged by H.M. The King of Siam, II Class Passengers only, will be accepted.

ON WEDNESDAY, the 13th day of MARCH, 1907, at Noon, the Steamship "PRINCESS ALICE," Captain Ch. Polack, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till Noon, on Monday, the 11th Mar. Cargo and Specie will be received on Board until 5 P.M. on TUESDAY, the 12th Mar. and Parcels will be received at the Agency's Office until Noon, on TUESDAY, the 12th Mar.

The Steamship has splendid accommodation, and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO NAPLES, GENOA AND GIBRALTAR

TO SOUTHAMPTON, LONDON, BREMEN AND HAMBURG

TO NEW YORK VIA SUEZ

VIA NAPLES, GENOA OR GIBRALTAR

VIA BREMEN OR SOUTHAMPTON

\* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from Singapore to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo.

The cost of the journey from Calcutta to Colombo by rail or steamer is, however, not included.

INTERRUPTION OF THE VOYAGE IN EGYPT:

Passengers to European and New-York are entitled to travel by the N. D. L. Mediterranean Steamers from ALEXANDRIA, to Naples or Marseilles instead of using an Imperial Mail Steamer from PORT SAID.

JAPAN-CHINA-AUSTRALIAN LINE.  
VIA NEW GUINEA.

FOR MANILA, SIMPSONHAFEN, FRIEDRICH WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG—(SUBJECT TO ALTERATION).

STEAMERS

PRINZ SIGISMUND

ON THURSDAY, the 28th March, at Noon, the Steamship "PRINZ SIGISMUND,"

Captain Lenz, with Mails, Passengers and Cargo, will leave this Port as above.

The Steamer has splendid accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

TO MANILA

TO NEW GUINEA

TO BRISBANE

TO SYDNEY

TO MELBOURNE

TO YOKOHAMA

TO KOBE

TO YOKOHAMA and back from KOBE

TO HONGKONG

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer

TO EUROPE VIA AUSTRALIA AND AMERICA

From Australia to New York via Vancouver by the C.P.R. Co.'s steamers, or via San Francisco by the O. &amp; S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE

SHANGHAI, NAGASAKI, "ZIETEN" ... Wednesday, 13th Mar.

KOBE &amp; YOKOHAMA

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG via Vancouver or San Francisco to New York by the C.P.R. Co.'s steamers, or via San Francisco by the O. &amp; S.S. Co.'s steamers, and from New York to Europe by the Magnificent Express Steamers of N.D.L.

To London via Plymouth or Southampton

To Bremen

To Paris via Cherbourg

To Naples, Genoa via Gibraltair

Passage money payable in local currency at current sight Bank; rate of Exchange on the day of payment.

For further Particulars, apply to

## NORDDEUTSCHER LLOYD

MELCHERS &amp; CO., AGENTS.

Cutler, Palmer &amp; Co.'s

SPECIAL BLEND WHISKY.

SPECIAL BLEND WHISKY.

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SPECIAL BLEND WHISKY.

The Pioneer Exporter in Premium Bonds.

Russell &amp; Co.

10 &amp; 12, Place de la Bourse.

SECURITIES ISSUED BY PARIS

European Gov'ts and Municipalities offering

prospective income returns. PANPHLETS

To be purchased for cash or on the

"Times" system of monthly payments.

CUNLIFFE, RUSSELL &amp; CO. being the oldest-established firm of dealers in Premium Bonds in the world, offer advantages absolutely unobtainable elsewhere. Bonds guaranteed, checked after every drawing. Results of Drawings in English. Holders of drawn Bonds advised at once. Prizes collected free of charge. Bonds purchased "at sight." Loans granted on Premium Bonds. Services continue until last Bond drawn. All transactions confidential.

NATAL LINE OF STEAMERS

11th DECEMBER, 1906, GENERAL AGENT

in CHINA and JAPAN for the above line

preparing to issue THROUGH BILLS

of LADING for the principal ports in

SOUTH AFRICA, in connection with the

CHINA STEAM NAVIGATION CO.'s fortnightly

service home to CALCUTTA. Shipments from

CALCUTTA for Cape Town every fortnight

For Freight and further particulars, apply to

DODD &amp; CO., LIMITED.

General Agents for China and Japan

Ho Kong, 14th August, 1898.

PASSENGER SEASON  
1907.PENINSULAR & ORIENTAL  
STEAM NAVIGATION CO.

THROUGH STEAMER

FOR

MARSEILLES AND LONDON.

VIA COLOMBO AND BOMBAY.

THE STEAMSHIP  
"MACEDONIA,"

10,500 TONS, CAPT. C. D. BENNETT, R.N.R.

WILL BE DESPATCHED AT NOON.

ON

SATURDAY, 23RD MARCH,

AND IS DUE IN MARSEILLES ON THE 20th APRIL AND LONDON ON THE 27th APRIL.

IN ADDITION TO GIVING PASSENGERS AN OPPORTUNITY OF SPENDING ABOUT 24 HOURS IN BOMBAY THIS VESSEL WILL MAKE A FAST RUN TO MARSEILLES AND LONDON. THE VOYAGE FROM HONGKONG TO MARSEILLES SHOULD BE COMPLETED IN 28 DAYS AND TO LONDON IN 35 DAYS.

## FARES:

To MARSEILLES—£61 First and £42 Second SALOON.

To LONDON—£55 First and £44 Second SALOON.

For Further Particulars, apply to—

E. A. HEWETT,  
Superintendent.

Hongkong, 11th October, 1906

## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAVA	First half of March	JAPAN	First half of March
TJIBODAS.	JAPAN	First half of March	JAVA PORTS	First half of March
TJILIWONG.	JAVA	Second half of March	JAPAN	Second half of March
TJIMATI.	JAPAN	First half of April	JAVA PORTS	First half of April
TJILATAP.	JAPAN	First half of February	JAVA PORTS	Second half of April

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on a through Bill of Lading.

For Particulars of Freight and Passage, apply to the

Yok Buildings, 1st Floor.  
Hongkong, 18th February, 1907.

## JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

## SHIPPING IN PORT.

**STEAMERS.**

**AMARA**, British str., 1,546, C. J. Matlock, 26th Feb.—Saigon 20th Feb. Rice.—Jardine, Matheson & Co.

**BRECONSHIRE**, British str., 3,696, J. M. Tomlinson, 1st March.—London 13th Jan. via Singapore General.—Shewan, Tomes & Co.

**CHIRISHIRE**, British str., 1,189, M. Picknell, 24th Feb.—Saigon 18th Feb. Rice.—Jardine, Matheson & Co.

**CHOWAT**, German str., 1,115, W. Mollermann, 14th Feb.—Bangkok 4th Feb. Rice and Wool.—Butterfield & Swire.

**DAIYA**, Japanese str., 1,735, N. Aikawa, 27th February.—Moji 21st Feb. Coal.—Mitsui Bussan Kaisha.

**DAKOTA**, British str., 2,593, W. A. Ross, 17th February.—San Francisco 15th January, Kerosene Oil.—Standard Oil Co.

**DEVANAGIRI**, German steamer, 1,657, Bunco, 25th Feb.—Koching 16th Feb. General.—Butterfield & Swire.

**DRUMGORTH**, British str., 2,472, James Farmer, 28th Feb.—Ca diff 12th February, Coal.—Order.

**EMERALG OF JAPAN**, British str., 3,439, H. Pybus, 13th Feb.—Vancouver & Shanghai 11th Feb. Mails & General.—C. P. R. Co.

**FOOKANG**, British str., 1,867, W. E. Siver, 24th Feb.—Calcutta 16th Feb. Coal.—Jardine, Matheson & Co.

**FRI**, Norwegian str., 860, C. Wagle, 27th Feb.—Saigon 21st February, Rice.—Aagaard Thorsen & Co.

**HAICHING**, British str., 1,267, A. E. Hodgins, 26th Feb.—Fookhow 17th February, Amoy 18th and Swatow 19th, General.—Douglas Lapraik & Co.

**HAIYAN**, British str., 1,183, J. S. Roach, 24th February.—Coast Ports 23rd Feb. General.—Douglas Lapraik & Co.

**HONGKONG MARU**, Japanese str., 3,447, E. Bunt, 25th Feb.—San Francisco 23rd Jan. General.—Toyo Kisen Kaisha.

**HUTCHOW**, British str., 1,217, E. Forsyth, 27th Feb.—Saigon 22nd Feb. Rice.—Butterfield & Swire.

**KANU MARU**, Japanese str., 1,442, K. Hashimoto, 28th Feb.—Saigon 23rd February, Rice.—Fukus-i & Co.

**KONG WAI**, German str., 2,409, T. Kohler, 27th Feb.—Bangkok 15th Feb. Rice.—Butterfield & Swire.

**KOON MARU**, Japanese str., 346, T. Okuma, 1st March.—Moji 23rd Feb. Coal.—Fukus-i Kaisha.

**LOONGSANG**, British str., 1,692, A. G. Smith, 18th Feb.—Manila 15th Feb. General.—Jardine, Matheson & Co.

**MAUSANG**, British str., 1,644, E. Houghton, 26th February.—Sandakan 20th February, General.—Jardine, Matheson & Co.

**MASAN MARU**, Japanese str., 702, J. Sakurai,

**MERKIDORE**, British transport, 2,900, J. S. McGregor, 29th Jan.—Singapore 22nd Jan. Coal.—Admiralty.

**PALLU**, Norwegian str., 780, H. E. Bjønness, 27th Feb.—Saigon 21st Feb. Rice.—

**PHC YEN**, French str., 2,10, Jonsson, 15th Feb.—Saigon 11th Feb. Rice.—Bradley & Co.

**PITSANULOK**, German str., 1,267, D. Reimann, 28th Feb.—Bangkok, 20th Feb. Rice.—Butterfield & Swire.

**PRING VON KEDRMAN**, German str., 1,798, C. Votmann, 18th Sept.—Kobe 12th Sept. General.—Malabar & Co.

**RAJAH**, German str., 1,275, A. Donker, 18th February.—Bangkok 10th Feb. Rice and Teak.—Butterfield & Swire.

**RATHO**, British str., 2,747, J. Thomson, 29th February.—New York and Manila 6th Feb. Coal.—Standard Oil Co.

**SHINANO OILRU**, Cap. str., 3,900, K. Kamara, 23rd Feb.—Moiti 22nd Jan. General.—Straits 21st Feb. General.—Nippon Yusen Kaisha.

**SORONGON**, American str., 628, Vitteria, 7th Sept.—Manila 4th Sept. Ballast.—Order.

**SOSHU MARU**, Japanese str., 1,119, T. Soruga, 24th Feb.—Shanghai via Fookhow, Amoy and Swatow 17th Feb. General.—Oakland Steamship Co.

**TAISANG**, British str., 1,544, D. Christie, 22nd Feb.—Swatow 21st Feb. General.—Jardine, Matheson & Co.

**TAIWAN**, British str., 1,940, J. A. Martin, 26th February.—Saigon 21st February, General.—Chinese.

**TEAN**, British str., 1,346, Somerville, 1st March.—Penh 26th Feb. General.—Butterfield & Swire.

**TRUCKER**, British str., 5,805, J. Bierwies, 25th February.—Tacoma 23rd Feb. General.—Butterfield & Swire.

**TULJATAP**, Dutch str., 2,475, P. J. v. Emms, 12th Feb.—Moji 7th Feb. Coal.—Java-China-Japan-Lin.

**TSUJIKAWA**, Japanese str., 3,252, K. Shimada, 28th Feb.—Saigon 22nd Feb. Coal.—Mitsui Bussan Kaisha.

**WAISHING**, British str., 1,179, W. E. Bichard, 17th Feb.—Moji 12th Feb. Coal.—Jardine, Matheson & Co.

**YUENHANG**, British str., 1,128, P. Mooney, 24th February.—Manila 21st February, General.—Jardine, Matheson & Co.

**SAILING VESSELS.**

**EXAKSON**, British ship, 1,670, W. McBurnie, 12th Oct.—Manila 13th Sept. Ballast.—Dowdell & Co.

**PONAPE**, German sch., 220, H. Curzens, 31st December.—Yap 20th December.—German Consul.

**PRINCE GEORGE**, barkentine, 472, A. R. Anderson, 18th Oct.—Manila 26th September. Old Iron.—Order.



